SOUTHEAST PLANNING AREA

Regional Policy Plan

CALGARY

Part 2 - Background Information
contains supporting information useful in understanding the Plan, but it does not form part of the approved Plan.

For purposes of electronic publications the background pages are identified by the footer "Part 2 - Background Information".

SOUTHEAST PLANNING AREA REGIONAL POLICY PLAN

Adopted by Resolution of Council
January 19, 2004

THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official document and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying these policies.

PUBLISHING INFORMATION

TITLE:	SOUTHEAST PLANNING AREA REGIONAL POLICY PLAN
AUTHOR:	LAND USE PLANNING & POLICY DIVISION PLANNING, DEVELOPMENT & ASSESSMENT DEPARTMENT
STATUS:	ADOPTED BY RESOLUTION OF COUNCIL 2004 JANUARY 19
PRINTING DATE:	2004 MARCH
ADDITONAL COPIES:	THE CITY OF CALGARY PLANNING INFORMATION CENTRE #8115 P.O. BOX 2100, STN "M" CALGARY, ALBERTA T2P 2M5
PHONE:	(403) 268-5333
FAX:	(403) 268-1319
WEB:	www.calgary.ca/planning/landuse
GO TO:	Publications

PART 1
SOUTHEAST PLANNING AREA
REGIONAL POLICY PLAN

SOUTHEAST PLANNING AREA
REGIONAL POLICY PLAN

Table of Contents
Part 1

Page

PREFACE iii

1.0 INTRODUCTION 1

1.1 Purpose of the Plan 1
1.2 Composition of the Plan 1
1.3 Authority of the Plan 1
1.4 Timeframe of the Plan 2
1.5 Interpretation of the Plan 2
1.6 Amendment to the Plan 3
1.7 Monitoring of the Plan 3
1.8 Background to the Plan 3

2.0 PLANNING AREA 4

2.1 Application of the Plan 4

3.0 VISION AND GOALS 6

3.1 Vision of the Future 6
3.2 Goals for the Southeast Planning Area 8

4.0 FUTURE PLANNING AREAS 10

4.1 Definition of Planning Areas 10
4.2 Description of Planning Areas 10

5.0 AREA STRUCTURE PLAN PROCESS 12

5.1 Application of Area Structure Plans 12
5.2 Timing of Area Structure Plans 13
5.3 Composition of Area Structure Plans 14

6.0 REGIONAL PLANNING CONTEXT 16

6.1 Regional Planning Context Map 16
6.2 Amending the Map 16

7.0 REGIONAL PLANNING COMPONENTS 18

7.1 Regional Road Network 18
7.2 Transit Service 19
7.3 Residential Development 21
7.4 Employment Areas 22
7.5 Regional Pathway System 23
7.6 Senior High School Sites 24
7.7 Regional Recreation Centre Site 25
7.8 Regional Park 26
7.9 Core Commercial Centres 27
7.10 Sector/Regional Commercial Centres 28
7.11 Regional Health Care Site 29
7.12 Emergency Service Facilities 30
7.13 Natural Wetlands 31
7.14 Bow River Valley 32

LIST OF MAPS

Map 1 - Southeast Planning Area 5
Map 2 - Planning Areas 11
Map 3 - Regional Planning Context 17

PREFACE

The Southeast Planning Area comprises approximately 2,280 hectares (5,635 acres) of land in the city's southeast quadrant. The area is bordered on the north by the Transportation and Utility Corridor (TUC), on the west by the Deerfoot Trail SE, on the east by the City Limits and on the south by the Bow River. The area is currently undeveloped and is expected to serve as a primary growth corridor for the southeast sector of the city. Based on anticipated residential densities, the population of this area is projected to exceed 90,000 people. In addition, the area has been identified in The City's strategic policy documents *(The Calgary Plan, The Calgary Transportation Plan, Employment Centre Strategy)* as containing a future employment centre, which is to accommodate in the order of 5,500 non-retail jobs.

The detailed planning for the Southeast Planning Area will occur through a series of area structure plans that will be prepared on a community-by-community basis. In order to co-ordinate this detailed planning, a comprehensive policy framework is necessary and will be provided through this *Southeast Planning Area Regional Policy Plan.* The Plan addresses the sequencing of the area structure plans to be prepared within the area and identifies regional-level land use and transportation components that need to be considered comprehensively through the preparation of each area structure plan.

1.0 INTRODUCTION

1.1 Purpose of the Plan

The *Southeast Planning Area Regional Policy Plan* (the "Plan") has three main purposes. Firstly, the Plan refines and implements The City's broader planning objectives for the Southeast Planning Area as conveyed within the *Municipal Development Plan (The Calgary Plan)* by recognizing and accommodating predominantly residential and employment-related development in the area as well as the importance of the Bow River Valley. Secondly, the Plan establishes a process that addresses the sequencing of preparation of area structure plans within the Southeast Planning Area to ensure urban growth proceeds logically and efficiently. Finally, the Plan identifies the key land use and transportation components that need to be dealt with in a co-ordinated manner as detailed planning proceeds through the area structure plan process.

1.2 Composition of the Plan

In order to accomplish this purpose, the Plan contains the following:

- a vision and goals that describe the future form the Southeast Planning Area will take while creating a benchmark to measure the success of the Plan overtime
- a planning areas map that defines the areas that will be the subject of future area structure plans, together with policies that address the timing and composition of these plans
- a land use concept map that identifies regionally-significant land use and transportation components within the Southeast Planning Area together with policy statements to ensure these components are addressed comprehensively in concert with the preparation of each area structure plan.

1.3 Authority of the Plan

The Plan has been approved through a resolution passed by Council rather than by bylaw and represents a non-statutory planning document. Part 1 comprises the approved Plan. Part 2, Background Information, does not form part of the approved Plan but contains supporting information that is useful in understanding the Plan.

While the Plan has no legal status, it is intended that, in practice, subsequent area structure plans prepared within the Southeast Planning Area will be consistent with the Plan.

1.4 Timeframe of the Plan

The Plan is future-oriented and depicts a broad land use and transportation pattern for the Southeast Planning Area. In this regard, no specific timeframe is applied to the Plan.

1.5 Interpretation of the Plan

1.5.1 Map Interpretation

The boundaries or locations of any symbols or areas shown on a map in the Plan are approximate only and not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or legal boundaries such as the Bow River, property lines, or registered road or utility rights-of-way.

1.5.2 Policy Interpretation

The text accompanying a policy within the Plan is provided for information purposes only to enhance the understanding of the policy. Should an inconsistency arise between the text and a policy, the policy shall take precedence.

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within the policy such quantities or standards may be varied, provided that the variance is necessary to address unique circumstances that would otherwise render compliance impractical or impossible, and the general intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be varied in a specific situation provided that the variance is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow for an acceptable alternate means to achieve the general intent of the policy.

1.6 Amendment to the Plan

In order to make any change to the text or maps within the Plan, an amendment to the Plan will be required to be approved through a resolution of Council. Any amendment shall require the holding of a non-statutory public hearing together with public notification carried out in accordance with procedures established by Council.

Changes to the text or maps in Part 2, Background Information, will not require an amendment. Such changes will be made from time to time as determined necessary to ensure that the text and maps remain accurate.

1.7 Monitoring of the Plan

The policies of the Plan shall be monitored over time to ensure that they remain current and relevant. Where determined necessary, the policies shall be updated through the plan amendment process either generally or in response to a specific issue.

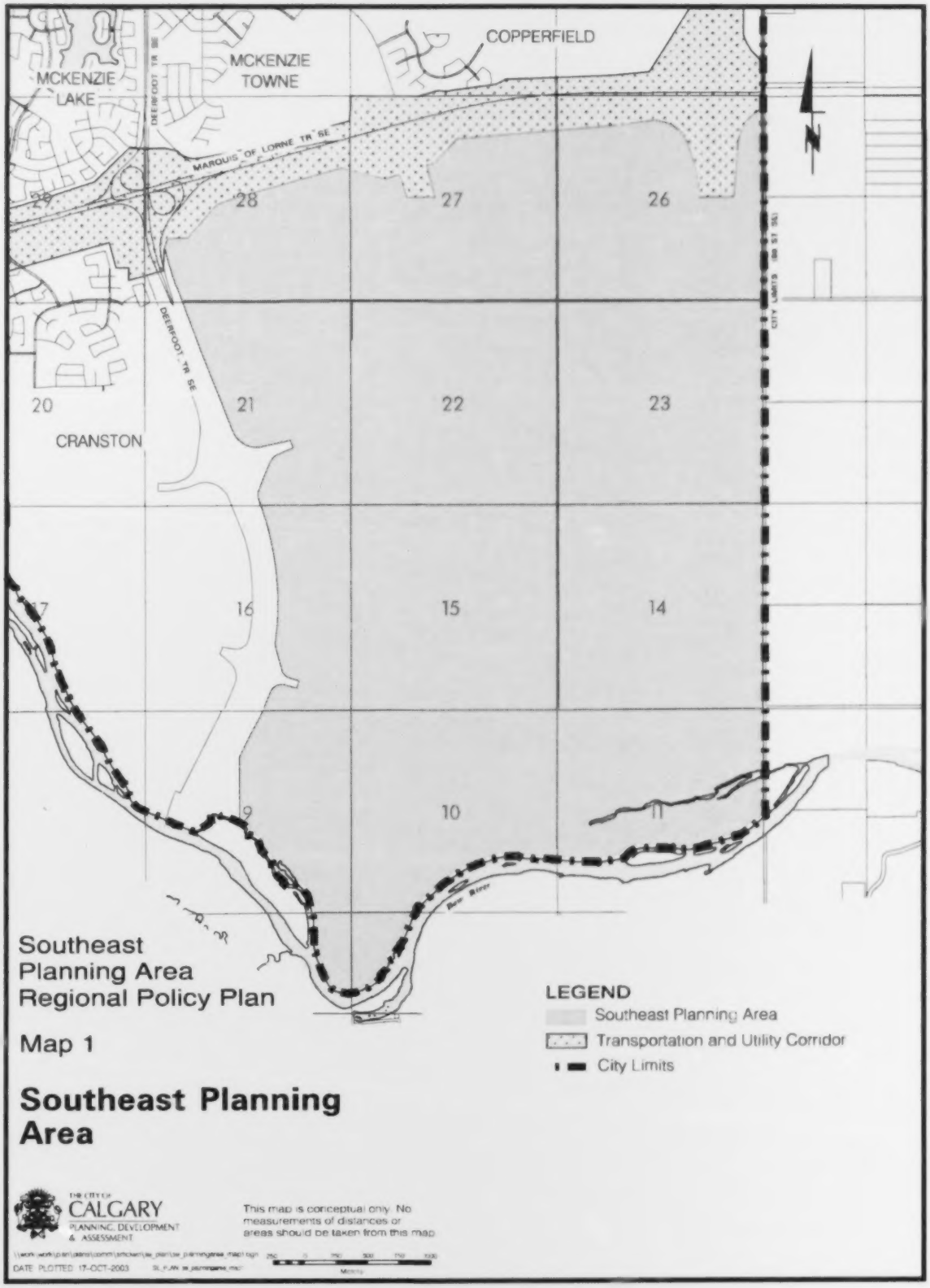
1.8 Background to the Plan

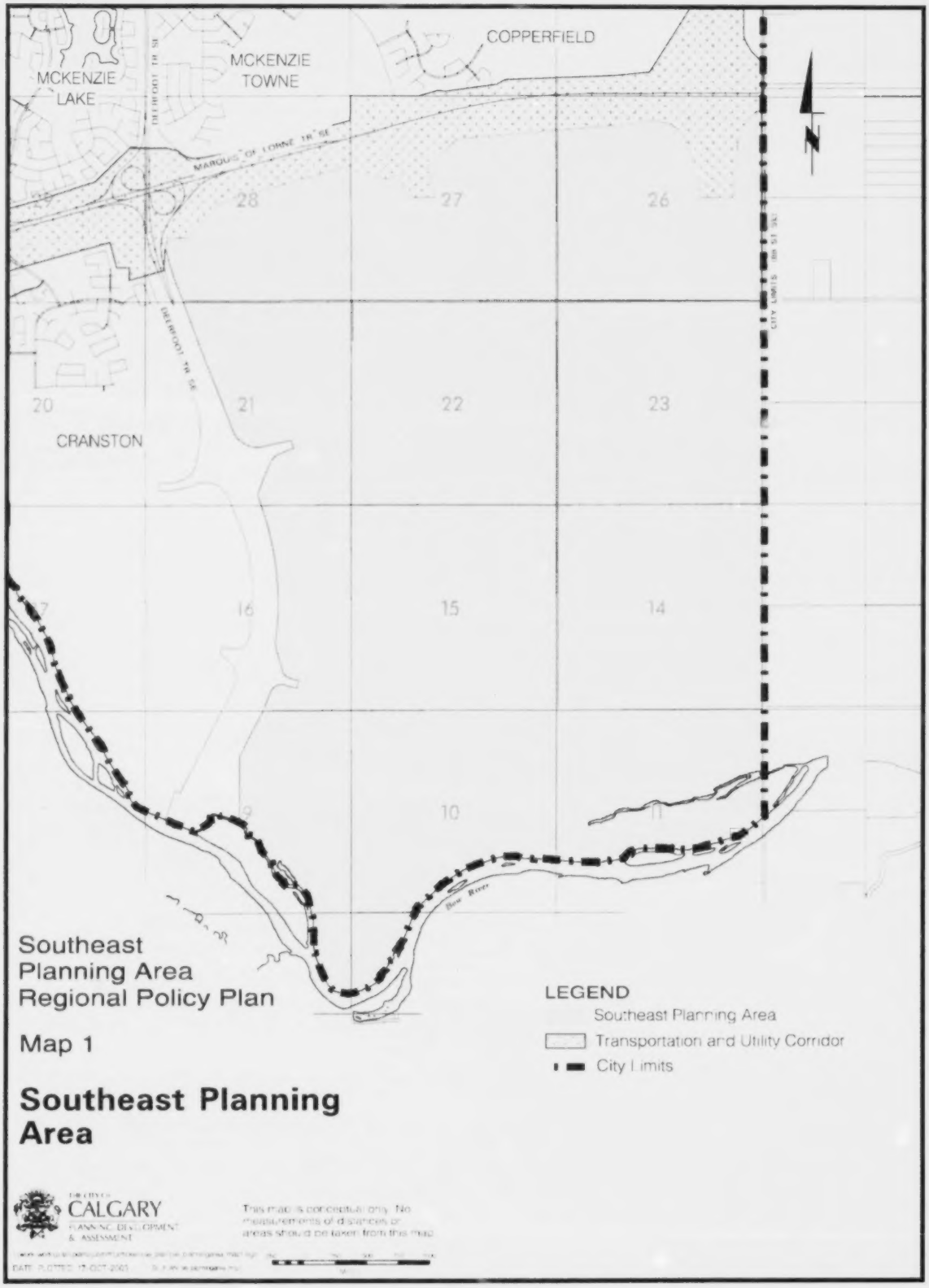
Information pertaining to the planning areas is contained in Part 2, Background Information. This information will be revised and updated from time to time to ensure that it remains current and accurate without requiring a plan amendment.

2.0 PLANNING AREA

2.1 Application of the Plan

The Plan shall apply to the area lying within the defined boundary of the Southeast Planning Area as shown on the Southeast Planning Area map. The Southeast Planning Area is located in the southeast quadrant of the city and comprises approximately 2,280 hectares (5,635 acres) of land. The area is bounded by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE to the north, The City's corporate boundary (88 Street SE) to the east, the Bow River to the south and Deerfoot Trail SE to the west.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
DEERFOOT TR SE
MARQUIS OF LORNE TR SE
CRANSTON
CITY LIMITS
29
28
27
26
20
21
22
23
17
16
15
14
9
10
11
Bow River
Southeast Planning Area Regional Policy Plan
Map 1
Southeast Planning Area
LEGEND
Southeast Planning Area
Transportation and Utility Corridor
City Limits
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map
DATE PLOTTED: 17-OCT-2003


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
DEERFOOT TR SE
MARQUIS OF TOWNE TR SE
CITY LIMITS
28
27
26
20
21
22
23
CRANSTON
16
15
14
10
Bow River
Southeast Planning Area Regional Policy Plan
Map 1
Southeast Planning Area
LEGEND
Southeast Planning Area
Transportation and Utility Corridor
City Limits
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.

3.0 VISION AND GOALS

3.1 Vision of the Future

The Southeast Planning Area, which is approaching full development, contains five vibrant residential communities and a successful Town Centre.

The area is well-served by the regional road network – Deerfoot Trail, Marquis of Lorne Trail and the East Freeway – which provide direct connections to the city centre and other destinations. In addition, internal major roads intersect the area creating efficient access to and from the residential communities and the Town Centre.

Extending south through the area is the Southeast Light Rail Transit (LRT) line. The stations and the park 'n' ride facilities are conveniently located along this line and connect with transit feeder bus routes that will serve through the communities and the Town Centre.

The residential communities are diverse containing a variety of housing types that serve different income groups and lifestyles. Each community contains an internal road network linked to schools, neighbourhood nodes, parks, local commercial centres and other neighbourhood amenities.

Within each community, there is a core commercial area that serves as a mixed-use retail, social and activity focus for the residents. The core provides a full complement of local shopping opportunities and is integrated with multi-family housing, as well as transit-stops and pedestrian amenities and where appropriate, other complimentary uses.

To augment the core commercial areas, a number of sector and regional shopping centres are interspersed throughout the Southeast Planning Area. These centres are located at the edge of the communities along main roads with efficient access and good visibility.

The Town Centre functions as a multi-faceted, mixed used focus containing business, retail, recreational, library and service related development that is centrally located to the region with efficient access from Deerfoot Trail SE. The centre accommodates an office park, a major health care facility, a commercial hub, a high school and recreational facilities and is supported by higher density residential development. This range of uses provides people with the opportunity to work in closer proximity to where they live and this, in turn, reduces commuter trips and alleviates congestion city-wide.

The Bow River Valley, located to the south, offers a unique amenity for the Southeast Planning Area by introducing active and passive recreational opportunities for residents. The escarpment and floodway along the river have been conserved, and contain pathways and natural areas, and serve as a wildlife corridor.

An extensive regional pathway system provides direct connections through the residential communities to the Town Centre, the river valley and the major educational and recreational facilities.

Two senior high schools, a regional recreation centre and a regional park are located within the Southeast Planning Area, accommodating the educational and recreational demands of the area.

Overall, the Southeast Planning Area forms a well-conceived, complete living and working environment and contains many services and amenities not found in other areas of the city. People are able to meet their needs closer to home creating a strong sense of community and contributing to the vitality of the area as a whole.

3.2 Goals for the Southeast Planning Area

- **Residential Communities**
  To provide for comprehensively planned and cohesive residential communities within the area.
- **Town Centre**
  To provide for the comprehensive development of a mixed-use and multi-purpose Town Centre to serve the region.
- **Employment Base**
  To provide for a viable and successful non-retail employment base within the area.
- **Road Network**
  To provide for a safe, efficient and functional road network to accommodate vehicle traffic movements throughout the area.
- **Transit Service**
  To provide bus and LRT transit services to meet the needs of the local area.
- **Regional Pathway**
  To provide for an extensive regional pathway system that effectively integrates the communities, Town Centre and amenities within the area.
- **Educational Sites**
  To provide for two high school sites and a number of joint use sites to meet the educational needs of the area.
- **Regional Health Care Centre and Hospital**
  To provide for a centrally-located regional health care centre and hospital within the area.
- **Recreational Facility**
  To provide for a regional recreation facility to serve the active recreational needs of the area and surrounding communities.
- **Major Park Space**
  To provide for a centrally-located regional park to serve the active and passive recreational needs of the area.
- **Commercial Core**
  To provide for a retail, social and recreational core within each community in the area.

- **Residential Development**
  To provide for a diversity of residential development within a suitable density range.
- **Commercial Development**
  To provide for the full range of commercial development to meet the retail needs of the area.
- **Emergency Services**
  To provide for fire, police and ambulance facilities to meet the emergency service demands of the area.
- **Wetland Protection**
  To provide for the protection and long term viability of significant natural wetlands within the area following urban development.
- **River Valley Conservation**
  To provide for the conservation of the Bow River Valley while integrating it appropriately with the urban context.

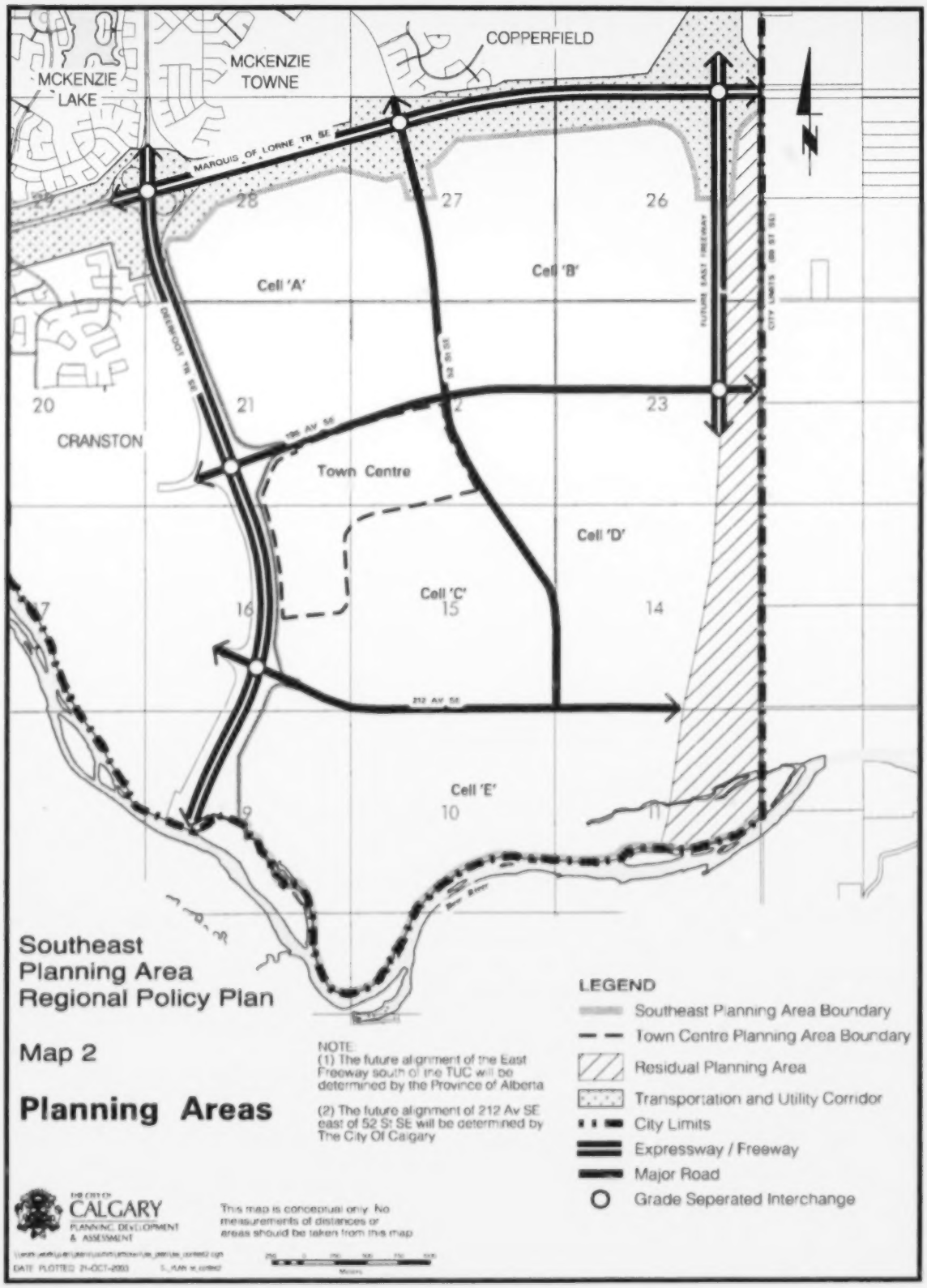
4.0 FUTURE PLANNING AREAS

4.1 Definition of Planning Areas

The Southeast Planning Area is comprised of several future planning areas, defined by the regional road network (freeways, expressways and major roads) and the Bow River. These areas are shown on the Planning Areas map and include the Community Planning Areas (Cell 'A', 'B', 'C', 'D' and 'E'), the Town Centre Planning Area (located central to the Southeast Planning Area and to the community of Cranston) and the Residual Planning Areas (east of the East Freeway). It is noted that the letters are applied to each cell for reference purposes only and do not necessarily imply a planning sequence for the communities.

4.2 Description of Planning Areas

A general description of the function, size and population of each of the future planning areas is provided in Part 2, Background Information. Policies relating to the timing and composition of area structure plans to be prepared within the planning areas are contained in the next section.


COPPERFIELD
MCKENZIE TOWNE
MCKENZIE LAKE
MARQUIS OF LORNE TR SE
28
27
26
Cell 'A'
Cell 'B'
20
21
22
23
CRANSTON
Town Centre
Cell 'D'
Cell 'C'
17
16
15
14
Cell 'E'
9
10
11
Southeast Planning Area Regional Policy Plan
Map 2
Planning Areas
NOTE:
(1) The future alignment of the East Freeway south of the TUC will be determined by the Province of Alberta
(2) The future alignment of 212 Av SE east of 52 St SE will be determined by The City Of Calgary
LEGEND
Southeast Planning Area Boundary
Town Centre Planning Area Boundary
Residual Planning Area
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.

5.0 AREA STRUCTURE PLAN PROCESS

5.1 Application of Area Structure Plans

5.1.1 Overview

Each of the future planning areas shown on the Planning Areas map will be the subject of more detailed planning in the form of an area structure plan (ASP) prepared in accordance with the requirements of the *Municipal Government Act*. Until such time as an ASP is approved for a future planning area, a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application submitted within the future planning area will be considered premature. Exceptions to this may be made for low-intensity or temporary uses that will not compromise future urban growth.

5.1.2 Policies

(1) Plan Preparation

(a) To provide for a logical, contiguous and efficient pattern of urban growth, each of the future planning areas as shown on the Planning Areas map shall be the subject of a separate area structure plan prepared specifically for that area.

(b) An ASP for any residual lands located east of the East Freeway as shown on the Planning Areas map shall not be commenced until such time as the lands immediately to the east of the residual lands are annexed to The City and can be incorporated with these lands to create a logical and well-defined planning cell.

(c) If the lands immediately east of the planning area are annexed, a decision will be made to either

(i) incorporate the annexed lands into the Southeast Planning Area through an amendment to the Plan, or

(ii) include the residual lands together within the annexed lands in a future planning document.

(2) Premature Development

(a) Until such time as an ASP has been approved for a future planning area as shown on the Planning Areas map, approval of a Land Use Amendment application, Outline Plan application, Subdivision application or Development Permit application shall not be granted

on lands within the future planning area on the basis that the approval will be premature.

(b) Notwithstanding subsection (2)(a), a site specific Land Use Amendment or a Subdivision or Development Permit application to facilitate an adjustment to ownership boundaries or accommodate a minor or temporary non-agricultural use may be allowed prior to the approval of an ASP where it is determined that the proposal would not in anyway compromise future planning or urban growth within the area.

5.2 Timing of Area Structure Plans

5.2.1 Overview

The sequence of area structure plan preparation within the Southeast Planning Area will determine the pattern of urban growth through subsequent Land Use, Outline Plan, Subdivision and Development Permit Approval processes. As such, it is important that the timing of an ASP preparation involve a consideration of such factors as land supply and servicing efficiency, as well as other strategic objectives of The City. Since an ASP is considered to be the primary mechanism for controlling the location and extent of new suburban growth in the city, a comprehensive evaluation of the timing of each ASP preparation will need to be carried out in accordance with the criteria and process established by Council.

5.2.2 Policies

(1) Timing of Plan Preparation

(a) The timing of the preparation of an ASP shall be determined by Council in accordance with any established criteria in effect.

(b) In recognition that the preparation of ASPs for Cell 'A' and the Town Centre were commenced prior to the approval of this Plan, subsection (1)(a) above shall not apply to Cell 'A' or the Town Centre.

5.3 Composition of Area Structure Plans

5.3.1 Overview

The ASPs prepared for the future Community Planning Areas (Cell 'A', 'B', 'C', 'D' and 'E') as shown on the Planning Areas map will provide for predominantly residential development together with recreational, institutional and commercial uses that complement and support residential development. The ASP prepared for the Town Centre Planning Area will provide for development generating non-retail job intensive uses as well as retail and public uses that complement and support the area including a commercial centre, regional health care centre, regional recreation centre, regional library, regional park, senior high school, transit hub and residential development at a variety of densities.

5.3.2 Policies

(1) Area Structure Plan for Community Planning Areas

(a) An area structure plan prepared for a Community Planning Area shall provide for

(i) predominantly residential uses within the area,

(ii) recreational, institutional, commercial and other uses that complement and support residential development, and

(iii) a process for co-ordinating the financing of municipal infrastructure and urban development.

(2) Area Structure Plan for Town Centre Planning Area

(a) An area structure plan prepared for the Town Centre Planning Area shall provide for a mixed-use, multi-functional development comprising

(i) employment areas accommodating predominantly non-retail job intensive uses, and

(ii) a commercial area accommodating predominantly retail uses.

(b) In addition to subsection (2)(a), the Town Centre Planning Area should provide for

(i) a variety of private and public uses including a regional health care centre and hospital, regional recreation centre, regional park, senior high school, and other such uses considered to be compatible and appropriate,

(ii) residential development that is integrated with the employment, commercial and recreational components,

(iii) facilities and amenities such as regional library, a transit hub, regional pathway system and localized parks considered integral to the function of the area, and

(iv) a process for co-ordinating the financing of municipal infrastructure and urban development.

(3) Growth Management

Growth management policies shall be included in each Area Structure Plan to specifically provide a process for coordinating the financing of municipal utility and transportation infrastructure and urban development in order to provide a framework for Council decision-making at the Outline Plan / Land Use approval stage.

6.0 REGIONAL PLANNING CONTEXT

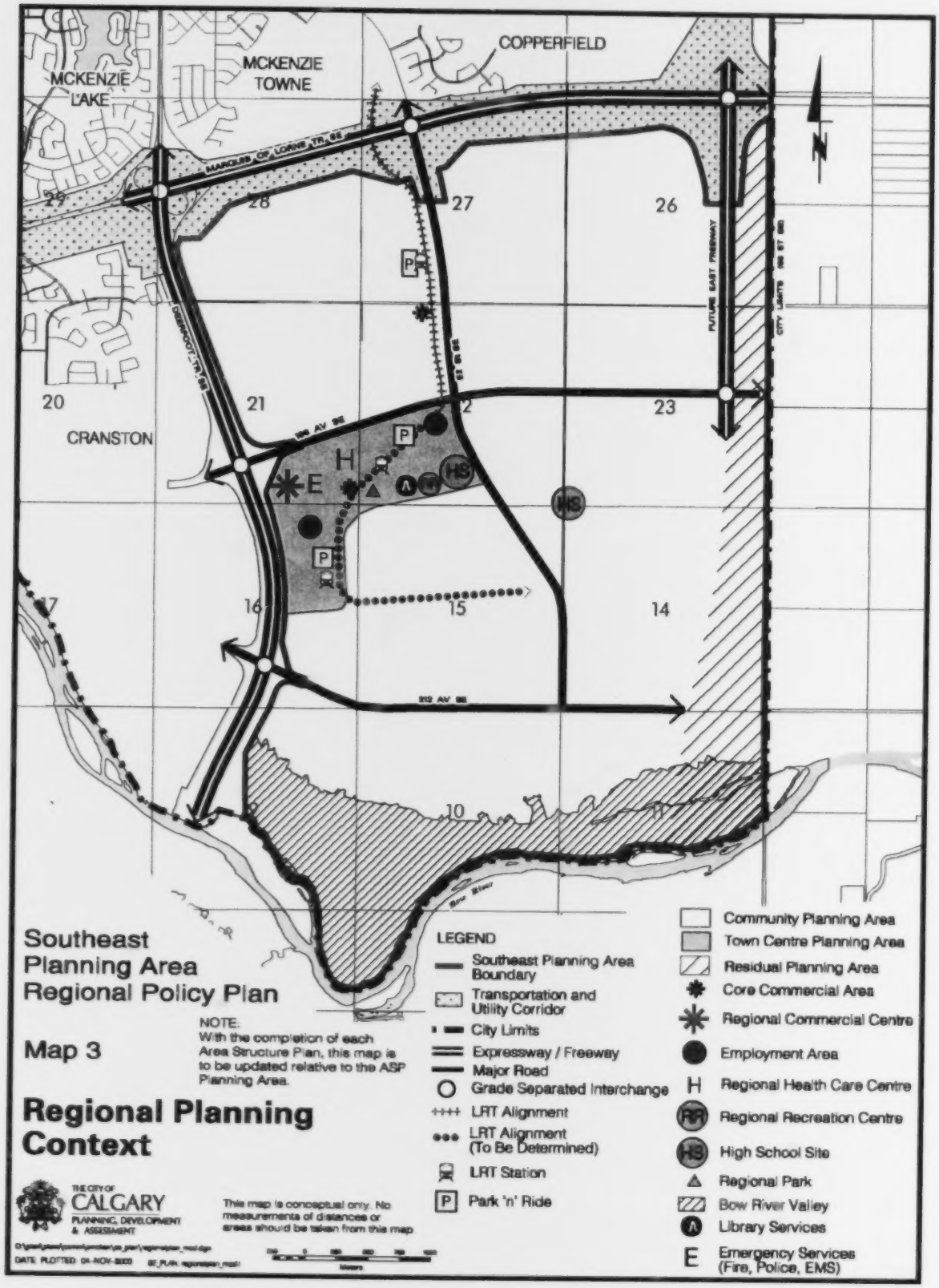
6.1 Regional Planning Context Map

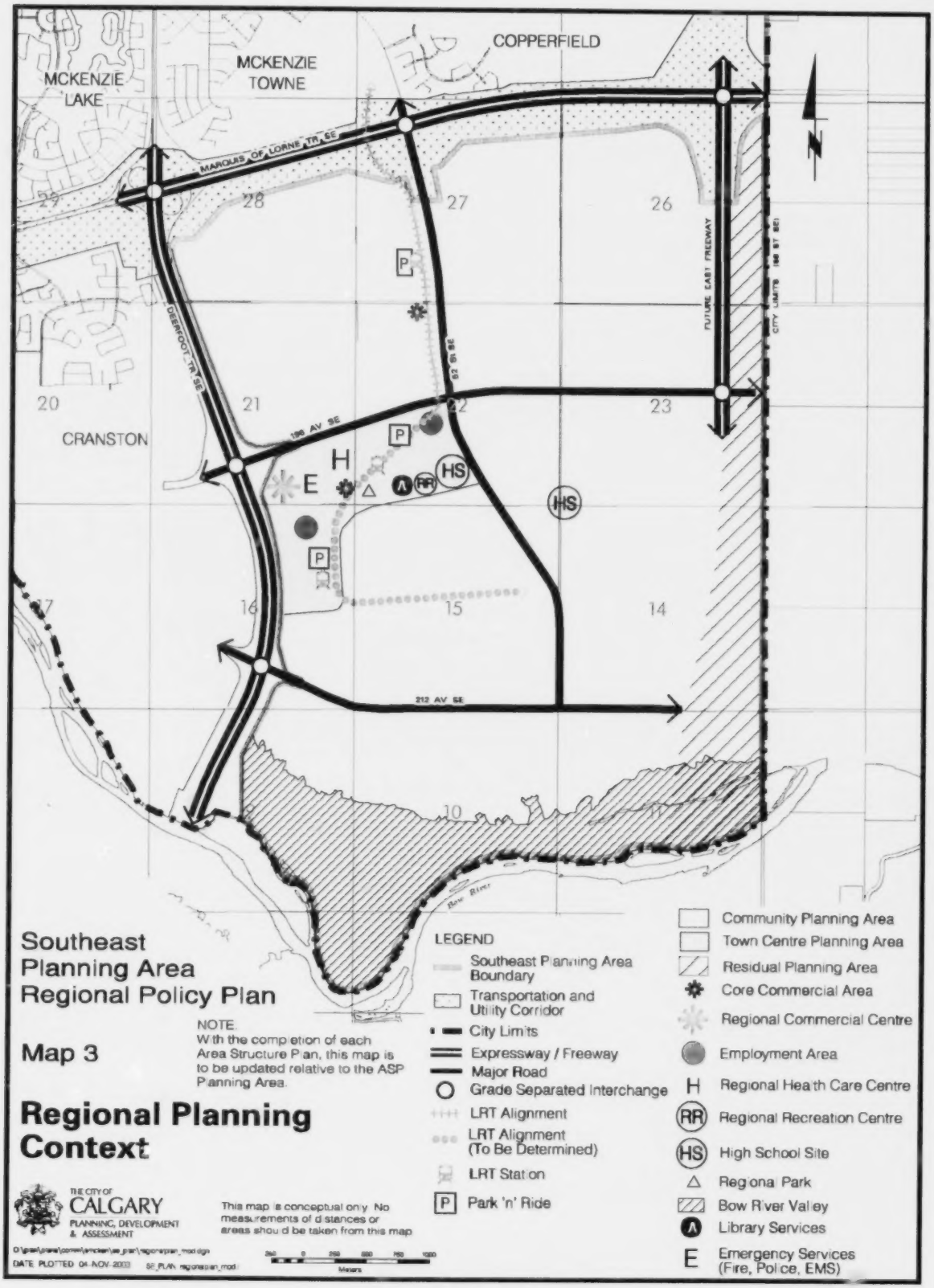
The planning context for the Southeast Planning Area is shown on the Regional Planning Context map. This map identifies a number of land use and transportation components that are considered to be significant from a regional perspective. These components will need to be addressed through the ASP process for the Southeast Planning Area.

6.2 Amending the Map

It is intended that as part of the preparation for each ASP, the location of the various land use and transportation components shown on the Regional Planning Context map will be re-evaluated. The re-evaluation process may, in turn, result in revisions to the map in order to ensure that the map and any subsequent ASP remain consistent.

In addition, the land use components within the Town Centre Planning Area as shown on the Regional Planning Context map may be relocated within this area without requiring an amendment to the map in recognition that the relationship of these components to each other will require detailed analysis through the ASP process.


COPPERFIELD
MCKENZIE TOWNE
MCKENZIE LAKE
HAROLD CRAIG TR SE
29
28
27
26
DEERFOOT TR SE
FUTURE EAST FREEWAY
CITY LIMITS
20
21
22
23
CRANSTON
17
16
15
14
10
Bow River
Southeast Planning Area Regional Policy Plan
Map 3
Regional Planning Context
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Separated Interchange
LRT Alignment
LRT Alignment (To Be Determined)
LRT Station
Park 'n' Ride
Community Planning Area
Town Centre Planning Area
Residual Planning Area
Core Commercial Area
Regional Commercial Centre
Employment Area
Regional Health Care Centre
Regional Recreation Centre
High School Site
Regional Park
Bow River Valley
Library Services
Emergency Services (Fire, Police, EMS)
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 04-NOV-2003


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
FUTURE EAST FREEWAY
CITY LIMITS
CRANSTON
130 AV SE
212 AV SE
Bow River
Southeast Planning Area Regional Policy Plan
Map 3
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
Regional Planning Context
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 04-NOV-2003
Metres
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Separated Interchange
LRT Alignment
LRT Alignment (To Be Determined)
LRT Station
Park 'n' Ride
Community Planning Area
Town Centre Planning Area
Residual Planning Area
Core Commercial Area
Regional Commercial Centre
Employment Area
Regional Health Care Centre
Regional Recreation Centre
High School Site
Regional Park
Bow River Valley
Library Services
Emergency Services (Fire, Police, EMS)

7.0 REGIONAL PLANNING COMPONENTS

7.1 Regional Road Network

7.1.1 Overview

The Regional Road Network as shown on the Regional Planning Context map comprises freeway and expressway standard roads on the north, east and west sides of the Southeast Planning Area and a series of major standard roads within the area. Deerfoot Trail SE extends along the westerly boundary of the area providing two access points at 196 Avenue SE and 212 Avenue SE. The Marquis of Lorne Trail SE (Highway 22X) forms the northern boundary providing a grade-separate interchange at 52 Street SE. The future East Freeway forms the eastern boundary. The network of internal major roads that connect to the regional roads on the perimeter of the area delineates the communities and the Town Centre. The road network will be refined through more detailed analysis and functional studies and given its importance, it will need to be reviewed in the context of the preparation for each ASP.

7.1.2 Policies

(1) Provision of Regional Road Network

(a) A regional road network that is safe, efficient and functional shall be provided to serve the Southeast Planning Area.

(b) The alignment of the roads comprising the regional road network determines the boundaries, size and population base of the communities within the Southeast Planning Area and this network shall be comprehensively reviewed with the preparation of each ASP.

(2) Entranceway Roads

As determined appropriate, an ASP should address the design and character of key entranceway roads.

(3) East Freeway Alignment

Once the alignment of the East Freeway south of 196 Avenue SE is determined by the Province, it shall be shown on the Regional Planning Context map.

7.2 Transit Service

7.2.1 Overview

Public transit service will be introduced to meet the needs of the Southeast Planning Area as the communities and the town centre develop. This service will take the form of Light Rail Transit (LRT), Bus Rapid Transit (BRT) and Feeder and Express Buses.

A future extension of the Southeast LRT is planned to serve the area. The LRT alignment will enter the area along 52 Street SE and then swing to the west south of 196 Avenue to serve the Town Centre. The future LRT line will be constructed when growth is determined to be sufficient to sustain the LRT and when financing is in place. The LRT station area will contain park 'n' ride and bus terminal facilities, which can be constructed in advance of the extension of the LRT to serve bus transit passengers. The area surrounding an LRT station will be required to incorporate a transit-supportive design in terms of the land uses, and connections to the surrounding development.

Prior to the construction of the LRT, a limited stop, higher capacity bus service will be introduced to meet the demand for transit to the City centre and other regional destinations. This Bus Rapid Transit (BRT) service will parallel the future LRT line and use some of the park 'n' ride and bus terminal facilities.

In conjunction with growth in the area, feeder bus service will be provided between residential and business development in the Southeast Planning Area and the nearest bus terminal facilities along the future LRT line. As well, peak period express bus service to the downtown will be introduced when warranted.

The location of bus routes, LRT stations, park 'n' ride areas and transit terminal facilities will be addressed through the ASP process, and refined within Outline Plan / Land Use Amendment applications.

7.2.2 Policies

(1) Provision of Light Rail Transit

(a) An LRT line together with related LRT stations, a transit hub and park 'n' ride facilities shall be required to serve the Southeast Planning Area.

(b) The exact alignment of the LRT line and the location of the stations, transit hub and park 'n' ride facilities

(i) shall be determined through the ASP process, and

(ii) may involve the preparation of a Functional Study in conjunction with an ASP.

(c) The ASPs shall require transit-supportive land uses in proximity to future LRT stations and facilities.

(2) Provision of Rapid Bus Transit

As determined appropriate, and prior to the extension of the LRT line, a Bus Rapid Transit (BRT) service may be introduced to connect the Southeast Planning Area to the City centre and other regional destinations.

(3) Provision of Bus Transit Service

Bus transit service should be introduced and expanded in response to community and town centre demand within approved Transit policy in the Southeast Planning Area.

(4) Transit Planning

The location of bus routes, LRT stations, park 'n' ride areas and transit hub facilities should be addressed at the Area Structure Plan stage and refined at the Outline Plan / Land Use Amendment stage.

7.3 Residential Development

7.3.1 Overview

Residential development represents the predominant land use in each of the communities within the Southeast Planning Area. This area will contain over 90,000 people or 30,000 dwelling units and will accommodate a diversity of housing types developed within density ranges established by Council and identified in each ASP.

7.3.2 Policies

(1) Residential Uses

Residential development shall be the predominant land use within each community.

(2) Housing Diversity

A diversity of housing types shall be encouraged and accommodated within each community.

(3) Target Density

An ASP shall address the density of residential development to be achieved within a community.

(4) Waste Recycling Facilities Within Multi-Dwelling Developments

Provision for waste recycling facilities should be included in the design of a multi-dwelling development project.

7.4 Employment Areas

7.4.1 Overview

Employment areas will be required within the Town Centre Planning Area to fulfill the long-term objective of creating an improved job to housing balance in the suburbs. The area will be comprised of a range of uses that generate employment opportunities within the area. The exact size, composition and location of the areas will need to be determined through the ASP preparation process for the Town Centre.

7.4.2 Policies

(1) Employment Areas

(a) Employment areas shall be located within the Town Centre Planning Area with the location, size and composition of the areas to be determined through the ASP preparation process.

(b) An Employment Area shall be

(i) integral to the development of the Town Centre, and

(ii) defined and protected through the policies in the ASP.

7.5 Regional Pathway System

7.5.1 Overview

The regional pathway system will extend throughout the Southeast Planning Area providing convenient connections through the area to the Town Centre, the Bow River escarpment, and major recreational and educational facilities. A more precise alignment of the regional pathway will be determined through the ASP preparation process.

7.5.2 Policies

(1) Provision of Regional Pathway System

(a) The regional pathway system shall extend throughout the Southeast Planning Area

(i) creating connections between each community in the Southeast Planning Area and adjoining communities, and

(ii) providing connections to the Town Centre, the Bow River Valley and regional educational and recreational sites within the Southeast Planning Area.

(b) The alignment of the regional pathway system shall be refined through the ASP preparation process.

(c) The creation of separate off-leash dog walking areas that minimize the conflicts with regional pathway and park users should be considered in the preparation of an Area Structure Plan.

7.6 Senior High School Sites

7.6.1 Overview

The two senior high school sites as shown on the Regional Planning Context map will accommodate a separate and public senior high school within the Southeast Planning Area. The location of these sites will be refined through the ASP preparation process and the sites should be sized and designed to meet the needs of the respective school boards. The high school sites should be located in close proximity to transit service.

7.6.2 Policies

(1) Provision of Senior High School Sites

(a) Two senior high school sites of approximately 9.3 hectares in size each shall be provided within the Southeast Planning Area to serve the needs of the Calgary Board of Education and the Calgary Roman Catholic Separate School District respectively.

(b) The two senior high school sites shall be located, sized and designed to meet the development and operational needs of the respective school boards.

(c) The determination of the location of the senior high sites through the ASP process shall occur in the context of a comprehensive reserve analysis reviewed and approved by the Joint Use Co-ordinating Committee.

7.7 Regional Recreation Centre Site

7.7.1 Overview

A regional recreation centre site shall be provided as shown on the Regional Planning Context map to serve the major active and passive recreational needs of residents within the Southeast Planning Area. The site should be in the order of 8.0 hectares in size and located central to the area preferably in conjunction with a high school site. The centre developed on the site will be similar to existing leisure centres in the city, accommodating such recreational facilities as a swimming pool, arena and fitness centre. The regional recreation centre should be located in close proximity to transit service.

7.7.2 Policies

(1) Provision of Regional Recreation Centre Site

(a) A regional recreation centre site of approximately 8.0 hectares in size shall be provided to serve the active recreational needs of the Southeast Planning Area.

(b) The regional recreation centre site shall be located, sized and designed to meet recreational and operational requirements through the ASP process.

(c) The determination of the location of the regional recreation centre site through the ASP process shall occur in the context of a comprehensive reserve analysis.

7.8 Regional Park

7.8.1 Overview

A regional park of up to 9.0 hectares in size will be provided within the Southeast Planning Area. The park will provide passive recreational opportunities and, where possible, should be located in proximity to the regional recreation centre. As with the high school sites, whenever possible lands for this park should comprise dedicated creditable reserve.

7.8.2 Policies

(1) Provision of Regional Park

(a) A regional park site up to 9.0 hectares in size shall be required to serve the recreational needs of the Southeast Planning Area.

(b) The regional park site shall be located, sized and designed through the ASP process.

(c) The determination of the location of the regional park through the ASP process shall occur in the context of a comprehensive reserve analysis.

7.9 Core Commercial Centres

7.9.1 Overview

A core commercial centre should be located within each community and the Town Centre. These centres will comprise local or sector scale commercial centres and will be conveniently located within each community and the Town Centre, integrated with higher density housing and, where possible, community facilities, and incorporate a pedestrian-oriented component into their design. Finally, a commercial core centre will provide for strong and convenient pedestrian connections to the surrounding area.

7.9.2 Policies

(1) Provision of Core Commercial Centre

(a) A core commercial centre containing a minimum of 2.4 net developable hectares of commercial land should be conveniently located within each future planning area in the Southeast Planning Area.

(b) The core commercial centre shall be located and designed to serve as a mixed-use retail and social focus for the surrounding future planning area.

(c) The core commercial centre shall include an integrated community drop off and recycling centre.

7.10 Sector/Regional Commercial Centres

7.10.1 Overview

Sector and regional commercial centre sites within the Southeast Planning Area shall be identified on the Regional Planning Context map. These centres are intended to serve the retail needs of residents and would typically locate on sites with suitable access and exposure from roads carrying higher volumes of traffic. The location, number and scale of these sites would be determined through the ASP process and may require preparation of an updated market demand analysis for the Southeast Planning Area.

7.10.2 Policies

(1) Provision of Sector/Regional Commercial Centres

(a) Sector and regional commercial centres should be distributed through the Southeast Planning Area as determined appropriate to serve the retail shopping needs of the residents of the area.

(b) The number, location and scale of sector and regional commercial centres required within a community shall be determined

(i) as part of the preparation of an ASP through an analysis of market, transportation and planning factors, and

(ii) in accordance with the Section 11.0, Commercial Development, Part 2, Background Information.

(2) Regional Commercial Centre Within Town Centre

A regional commercial centre containing a minimum of 18.0 net evelopable hectares of commercial land shall be situated within the Town Centre in the vicinity of 196 Avenue SE and Deerfoot Trail SE with the location, size and composition of the centre to be addressed through the ASP preparation process.

7.11 Regional Health Care Site

7.11.1 Overview

A regional health care site comprising a hospital and related health care facilities is proposed in conjunction with the Town Centre. The site will likely be developed in advance of the office component of the Town Centre and will serve to attract supporting businesses and retail facilities to the area.

7.11.2 Policies

(1) Provision of Regional Health Care Centre Site

(a) A regional health care site of approximately 10.0 to 16.0 hectares in size shall be provided within the Town Centre Planning Area.

(b) The regional health care site shall be

(i) centrally located along major access roads,

(ii) integrated with the pedestrian walkway and pathway system, and

(iii) located in proximity to transit stops and the future LRT station.

(c) Efficient and high quality pedestrian connections should be provided to link the regional health care centre to transit stops and the LRT station.

7.12 Emergency Service Facilities

7.12.1 Overview

Firehalls and ambulance facilities will be required within the Southeast Planning Area. With the exception of the Town Centre, the locations of the sites for these uses are not shown on the Regional Planning Context map but their location should be evaluated on a region-wide basis through the ASP process.

7.12.2 Policies

(1) Provision of Emergency Service Facilities

(a) Emergency service facilities (fire, police, ambulance) shall be located throughout the Southeast Planning Area as determined necessary to meet the needs of the emergency service providers.

(b) The location, number and composition of the emergency service facilities are not intended to be shown on the Regional Planning Context map but shall be addressed for the entire Southeast Planning Area in a comprehensive manner through the ASP process.

7.13 Natural Wetlands

7.13.1 Overview

The Southeast Planning Area contains a number of natural wetlands. These wetlands are not shown on the Regional Planning Context map but are identified in Part 2, Background Information. Where possible and practical, certain significant wetlands as identified through the ASP preparation process, should be conserved and protected due to their environmental significance. The wetlands will likely need to be engineered in conjunction with urban development and may incorporate stormwater management capabilities as part of their operations. For the most part, acquisition of the wetlands will take the form of environmental reserve dedication.

7.13.2 Policies

(1) Protection of Natural Wetlands

(a) Significant natural wetlands within the Southeast Planning Area, as identified through the Area Structure Plan process, should be conserved and protected.

(b) Where necessary, wetlands should be incorporated into the stormwater management system in order to ensure their long term viability.

7.14 Bow River Valley

7.14.1 Overview

The Bow River Valley as shown in the Regional Planning Context map comprises the escarpment, floodway and floodplain lands associated with the Bow River. The Bow River Valley is recognized as having a regional significance and importance within the Southeast Planning Area and the city overall. The area will serve as a significant natural corridor and should be incorporated into the regional open space system. A Bow River Corridor Study is necessary to address the environmental, planning and transportation issues associated with urban development and open space within the Bow River Valley. This study would need to be undertaken prior to completion of an ASP for Community 'E'.

7.14.2 Policies

(1) Protection of Bow River Valley

(a) Portions of the Bow River Valley shall be conserved and protected as a natural park system and appropriately integrated with urban development in recognition of its significance and importance within the Southeast Planning Area and the city overall.

(b) Prior to or concurrent with the preparation of an ASP for Community 'E' involving the Bow River Valley, the Bow River Corridor Study should be completed.

PART 2

BACKGROUND INFORMATION

SOUTHEAST PLANNING AREA REGIONAL POLICY PLAN

THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

SOUTHEAST PLANNING AREA
REGIONAL POLICY PLAN

Table of Contents
Part 2
Background Information

Page

1.0 PLANNING AREA 6

1.1 Location 6
1.2 Historical Context 6
1.3 Policy Framework 6

2.0 LAND FORM 8

2.1 Topography 8
2.2 Soils and Geology 8
2.3 Natural Habitat 10

3.0 ENVIRONMENTALLY SIGNIFICANT AREAS 12

3.1 Evaluation of Environmentally Significant Areas 12
3.2 Identification of Environmentally Significant Areas 12
3.3 Protection of Environmentally Significant Areas 17

4.0 LAND USE 18

4.1 Existing Uses 18
4.2 Development Considerations 18

5.0 LAND OWNERSHIP 22

5.1 Ownership Pattern 22

6.0 TRANSPORTATION NETWORK 24

6.1 Regional Road Network 24
6.2 Subarea Transportation Model 26

7.0 CELLS 28

7.1 Area 28
7.2 Population and Dwelling Units Projections 30

8.0 TOWN CENTRE 31

8.1 Town Centre Location 31
8.2 Town Centre Components 32

9.0 PUBLIC TRANSIT AND PEDESTRIAN NETWORKS 34

9.1 Southeast Transit Corridor 34
9.2 Transit Bus Routes.....34
9.3 Park 'n' Ride 34
9.4 Regional Pathways and Bike Ways 36

10.0 REGIONAL AND COMMUNITY SERVICES SITES 38

10.1 Fire Station Sites.....38
10.2 Emergency Medical Services (EMS) Sites 40
10.3 Police Services Sites 41
10.4 Library Service Sites 41
10.5 Regional Recreation Park 42
10.6 Regional Recreation Centre.....43
10.7 High School Sites.....44
10.8 Calgary Health Region (CHR) Sites.....45

11.0 COMMERCIAL DEVELOPMENT 46

11.1 Commercial Land Requirements 46
11.2 Commercial Policy Formulation 46

12.0 UTILITY SERVICES.....50

12.1 Water Supply.....50
12.2 Sanitary Sewers 52
12.3 Stormwater Management.....54

13.0 SHALLOW UTILITIES 56

13.1 Natural Gas.....56
13.2 Electricity.....56
13.3 Telecommunications 56
13.4 Alberta Infrastructure 58

LIST OF MAPS

Map A – Southeast Planning Area 7
Map B – Air Photo 9
Map C – Natural Habitat 11
Map D – Environmentally Significant Areas 13
Map E – Development Considerations 19
Map F – Land Ownership 23
Map G – Transportation Network 25
Map H – Cell Structure 29
Map I – Public Transit Network 35
Map J – Pathway and Bikeway Network 37
Map K – Regional and Community Services Sites 39
Map L – Commercial Development 47
Map M – Water Supply 51
Map N – Sanitary Sewer 53
Map O – Stormwater Management 55
Map P – Shallow Utilities 57

1.0 PLANNING AREA

1.1 Location

The Southeast Planning Area is located in the southeast sector of the city and comprises approximately 2,280 hectares (5,635 acres) of land (Map A). The area is situated south of the communities of McKenzie Lake, McKenzie Towne, and Copperfield and is bounded by the Transportation and Utility Corridor (TUC) containing Marquis of Lorne Trail SE to the north, Deerfoot Trail SE to the west, the City Limits to the east, and the Bow River to the south. The lands within the planning area are contained in Township 22 Range 29 West of the Fourth Meridian and comprise all or part of Sections 28, 27, 26, 21, 22, 23, 16, 15, 14, 9, 10, 11, 4, and 3.

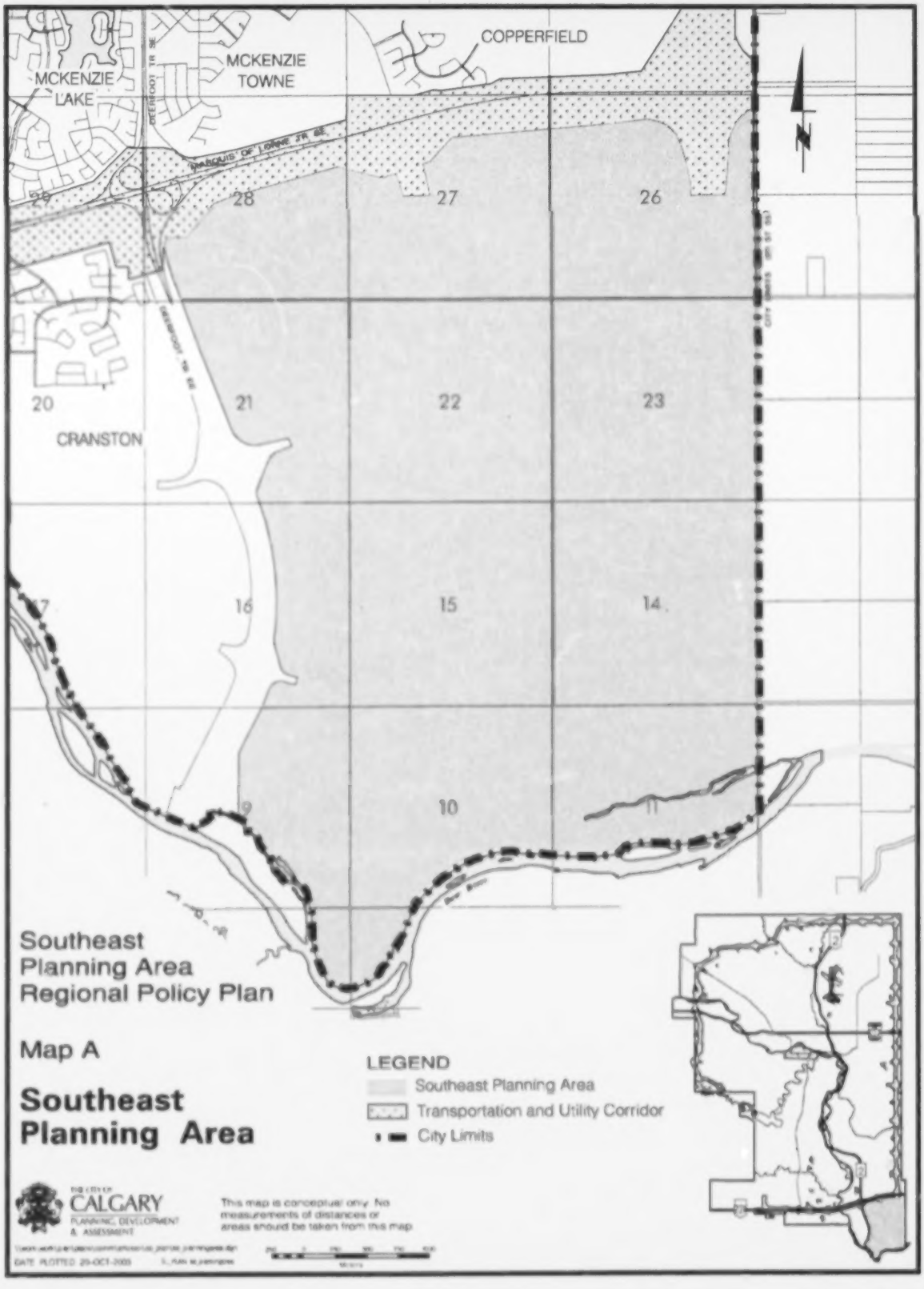
1.2 Historical Context

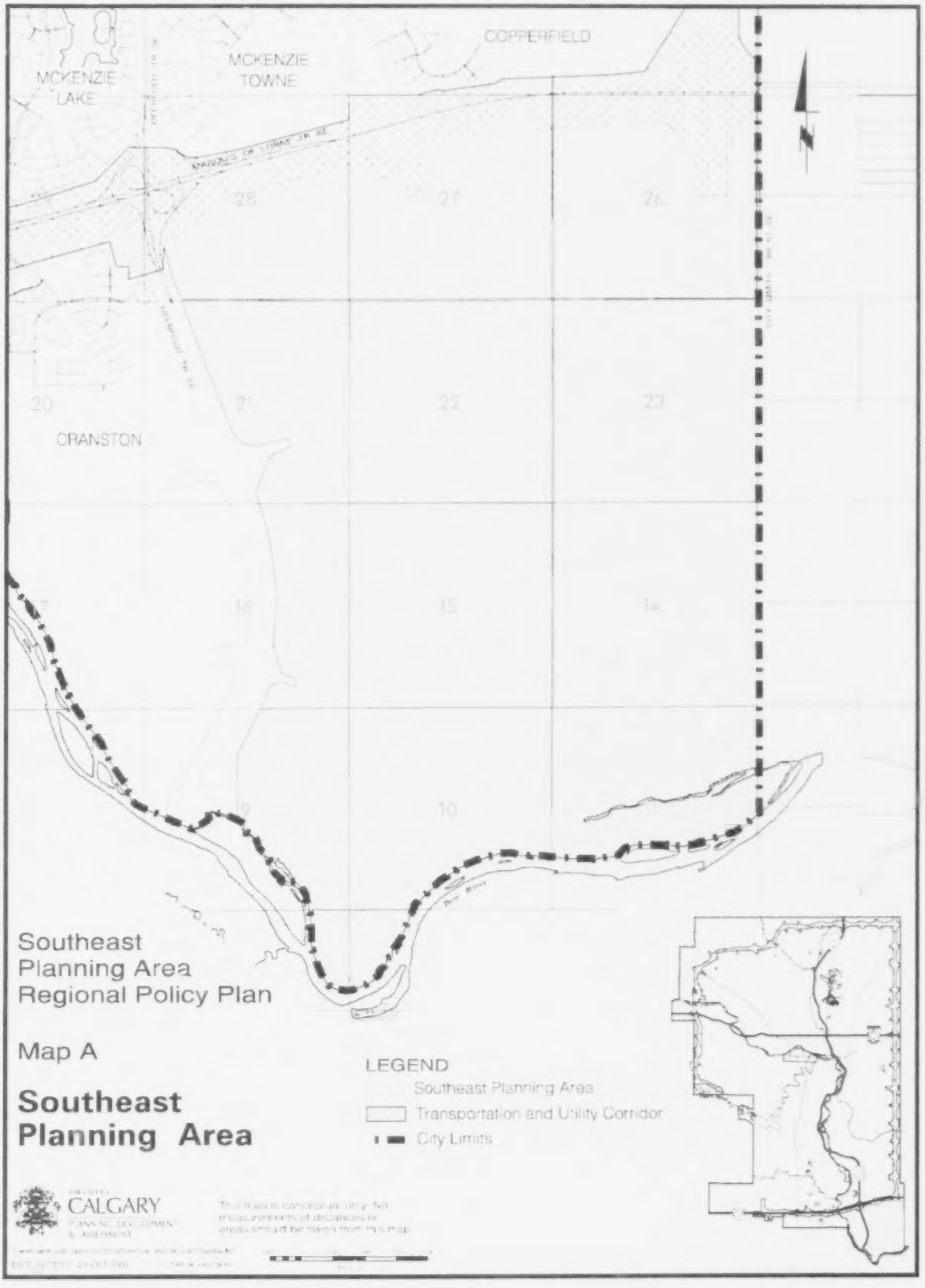
In 1983, approximately half of the Southeast Planning Area was annexed to the city and the remainder of the lands was annexed in 1989. Some of the historical names for the area, which appeared on an 1891 survey plan, include McKenzie, Patterson, Cranston, and Brunner. These represent the family name of early settlers in the area. In addition to the long-term habitation by early settlers, an early major supply route called Fort Benton Trail passed nearby[1]. The primary activity on this land has been agricultural.

1.3 Policy Framework

The broad policy governing the planning and development of the Southeast Planning Area is contained within the *City of Calgary Municipal Development Plan (The Calgary Plan)*. The Plan identifies the Southeast Planning Area as "Future General Urban Use" (predominantly residential) with an Employment Concentration on the Future Conceptual Urban Structure Map. As indicated within the Plan, the map: "*...presents a generalized picture of Calgary's major land uses and their locations. As such, it portrays future land use at the broad policy level. A more precise indication of intended land use will be developed over time through the preparation of more detailed plans such as, growth area management plans, structure plans, community plans, area redevelopment plans, etc.*"

[1] The Homesteads Development Area Structure Plan proposal, DAON Development Corporation, 1978, pp.14


COPPERFIELD
MCKENZIE TOWNE
MCKENZIE LAKE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CRANSTON
20
21
22
23
28
27
26
17
16
15
14
9
10
11
Southeast Planning Area Regional Policy Plan
Map A
Southeast Planning Area
LEGEND
Southeast Planning Area
Transportation and Utility Corridor
City Limits
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 29-OCT-2003


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
MARIGOLD DR
RUNNYMEDE TR SE
CRANSTON
28
27
26
21
22
23
16
15
14
10
Bow River
Southeast Planning Area Regional Policy Plan
Map A
Southeast Planning Area
LEGEND
Southeast Planning Area
Transportation and Utility Corridor
City Limits
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

2.0 LAND FORM

2.1 Topography

The upland area is generally level with a low relief of undulating topography that slopes generally downward from a low ridge in the northwestern part of the area towards the southeast. Several topographical lows due to glacial meltwater channels, washboard moraines and minor fluting have developed into a series of wetlands throughout the area, similar to the rest of the southeast Calgary region. The Bow River Valley is the dominant topographic feature in the planning area, with an escarpment averaging about 40 metres in height (Map B). A higher area exists near the western edge of the planning area located approximately north in Sections 21 and 22.

2.2 Soils and Geology

The planning area lies within the Delacour Plain physiographic region and is underlain by tertiary non-marine sedimentary rocks of the Paskapoo Formation. Bedrock is overlain by Crossfield tills deposited in the last Laurentide glacial advance.

The soils of the upland area are typically in the Delacour unit, which are deep, well-drained Orthic Black Chernozemic soils. Delacour soils "occur in an area subject to groundwater discharge"[2]. Slight irregularities in the surface have led to the development of a series of depressional wetlands, either through intersection with groundwater and/or surface runoff. The planning area appears to be a transition between wetlands influenced by groundwater and those influenced by surface runoff. These differences are reflected in the soil types. An understanding of the origin of the wetland soils is important in understanding the ecology of the wetlands in this area; the characteristics of each soil type have an important influence on the structure of the wetland communities that develop on them. Wetland soils in this area are primarily Gleysols in the Indus unit [3]. A Gleysol is a 'wet' soil. It is defined by a number of consistent, predictable characters that are indicative of long-term saturation of the soil profile. With respect to how we treat wetlands - the presence of gleyed soils is an indicator of wetland conditions but not the only determining factor.

[2] Moran, S.R. 1986. Urban geology of the Calgary area. Alberta Research Council Bulletin 53. 46 pp.

[3] MacMillan, R.A. 1987. Soil survey of the Calgary urban perimetre. Alberta Research Council Soil Survey Report 45. 244 p+maps

Southeast Planning Area
Regional Policy Plan

Map B

Air Photo

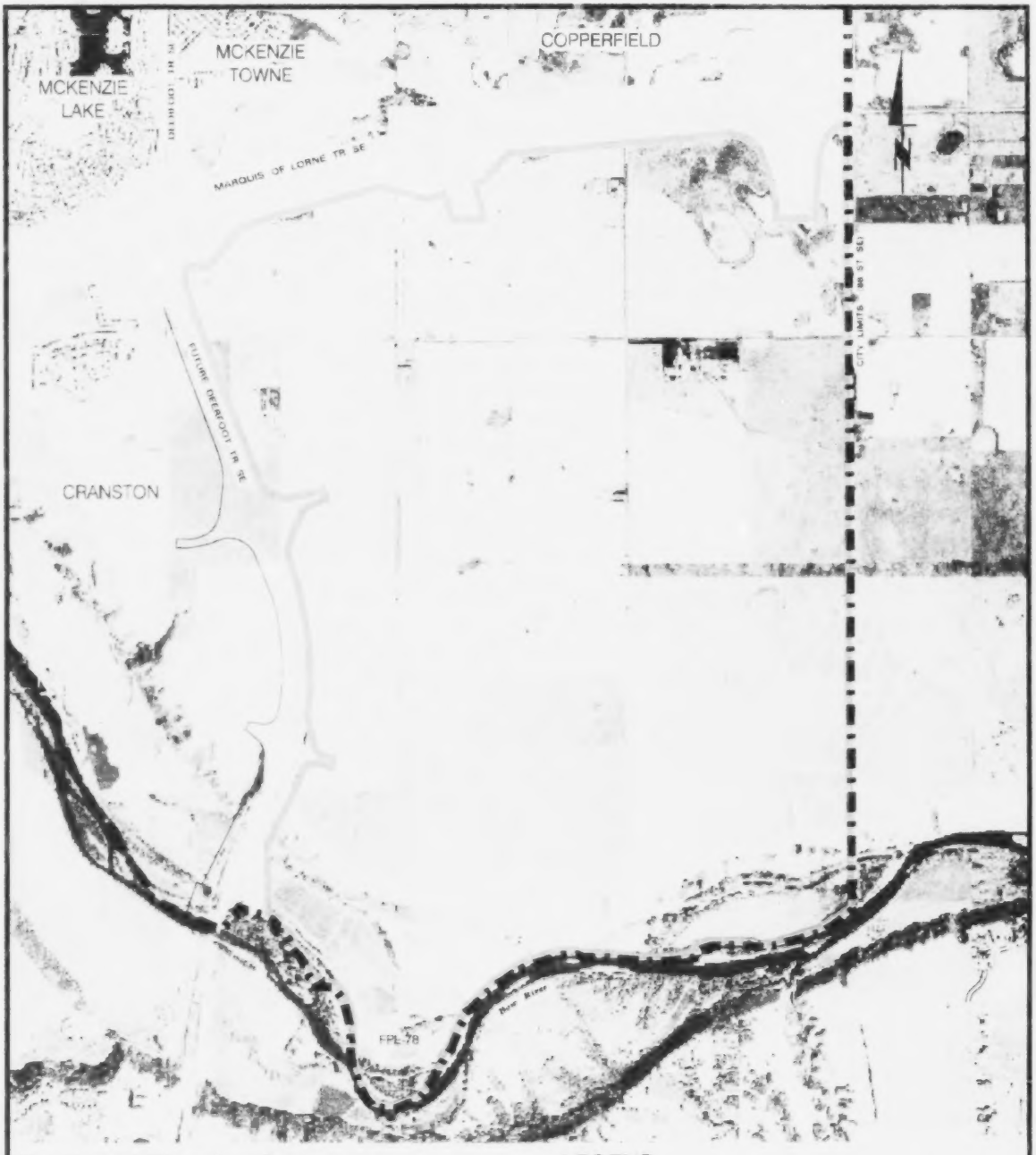
LEGEND

- Southeast Planning Area Boundary
- Transportation and Utility Corridor
- City Limits

THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT

This map is conceptual only. No measurements of distances or areas should be taken from this map.

DATE PLOTTED: 08-JAN-2003 SE_PLAN se_airphoto



Southeast Planning Area
Regional Policy Plan

Map B

Air Photo

LEGEND

- Southeast Planning Area Boundary
- Transportation and Utility Corridor
- City Limits

THE CITY OF CALGARY

This map is conceptual only. No measurements of distances or areas should be taken from this map.

DATE PLOTTED: 06-JAN-2003

2.3 Natural Habitat

The upland area's natural areas consist of numerous wetlands and areas of native grassland (Map C). Wetlands are defined as lands that are seasonally or permanently flooded by shallow water as well as lands where the water table is close to the surface; in either case the presence of abundant water has caused the formation of wetland soils and has favoured the dominance of water tolerant plants. The wetlands in the study area have a mix of emergent, submergent and floating-leaved aquatic plant communities typical of saline basin marshes. Emergent plant communities are dominated by cat-tail in fresher ponds and bulrush in more saline ponds. The wet margins around open water are typical wet meadow communities dominated by sedges and rushes, grading into low and tall shrub willow communities and aspen forest.

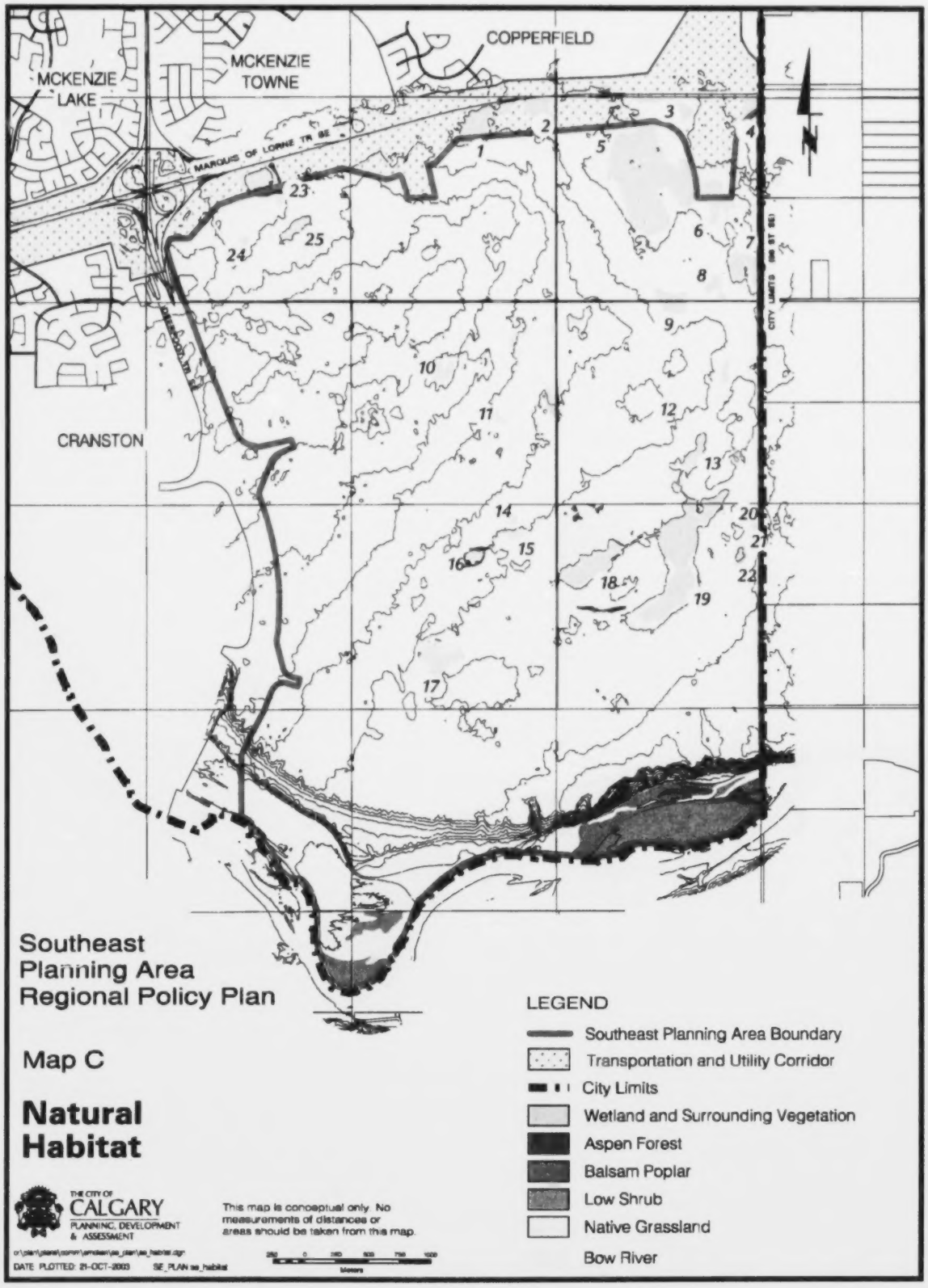
Areas of uncultivated native grassland still exist in the southeastern part of the site and the escarpment slope, and consist of mixed native grassland, including blue grama grass, sand reed grass, needle and thread grass, etc. The balance of the uplands is predominantly cultivated agricultural lands.

The Bow River valley is a significant wildlife habitat and corridor in Calgary and for this reason contains the most important natural habitat in the Southeast Planning Area. The valley consists of a distinct escarpment and a level floodplain.

The escarpment's slope faces south and as a result its vegetation is primarily mixed native grassland, including blue grama grass, sand reed grass, needle-and-thread grass, etc. Stands of aspen poplar grow in the moist micro-climate of the gullies on the escarpment.

The level valley bottom is partly within the floodplain and floodway. There are large stands of native balsam poplar forest, which provide habitat for numerous species of songbirds and raptors, and mammals. Wildlife includes: mule and white-tailed deer, porcupine, coyote, and badger, etc. Riverine low shrub and willows grow almost continuously along the shore of the river, providing habitat to shorebirds, songbirds, and various aquatic mammals, reptiles, and amphibians.

The meandering channel of the Bow River is the main feature in the valley. It is heavily used by waterfowl and shorebirds, and is known internationally as a sport trout fishery and is popular as a bird-watching area and a recreational canoeing river.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
CRANSTON
CITY LIMITS
Southeast Planning Area Regional Policy Plan
Map C
Natural Habitat
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003
SE_PLAN se_habitat
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Wetland and Surrounding Vegetation
Aspen Forest
Balsam Poplar
Low Shrub
Native Grassland
Bow River

3.0 ENVIRONMENTALLY SIGNIFICANT AREAS

3.1 Evaluation of Environmentally Significant Areas

An Environmentally Significant Area (ESA) is defined as a natural area which, because of its features or characteristics, is significant to The City of Calgary from an environmental perspective and has the potential to remain viable within an urban environment [4].

The significance of a natural area is determined by a combination of the following criteria:

- quality of biotic habitat
- level of importance to the healthy maintenance of the human system
- level of importance to the healthy maintenance of the natural system
- presence of distinctive and/or unusual landform
- limited representation within the area or city.

3.2 Identification of Environmentally Significant Areas

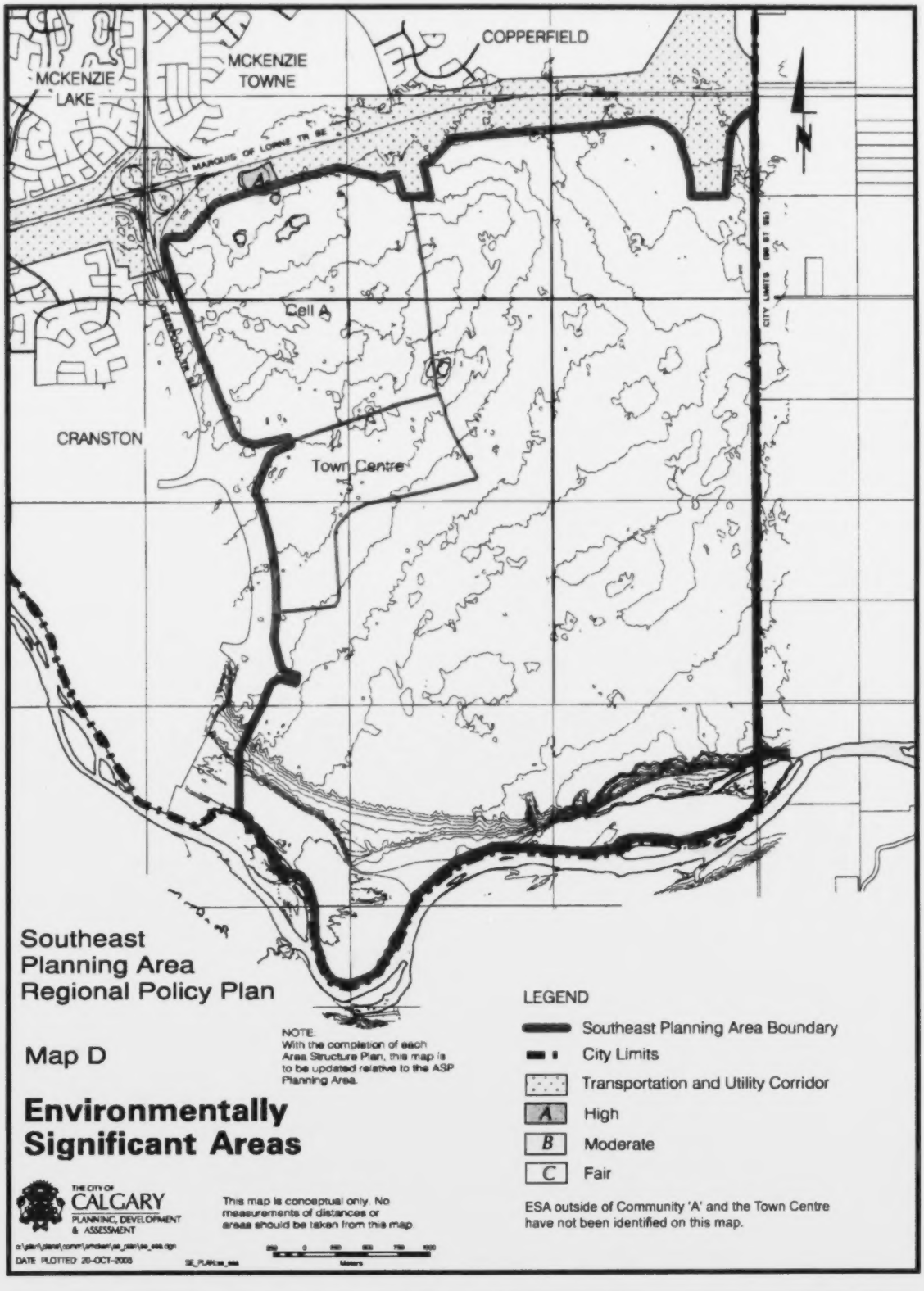
Calgary Parks has conducted a preliminary ESA assessment of the Southeast Planning Area shown on Map C. At the area structure plan (ASP) preparation stage, a natural areas inventory will be completed for each planning area, and a refined ESA assessment will be prepared.

Map D shows the environmentally significant areas identified through the refined ESA assessment for the Community 'A' and the Town Centre planning areas. Map D will be updated through the preparation of subsequent area structure plans.

3.2.1 Wetlands

Wetlands contained in the Southeast Planning Area comprise a diverse range of community types – open water, emergent marsh, meadow, shrub and forest communities. These wetlands provide a good range of habitat and structural diversity, including breeding and stopover habitat for waterfowl, shorebirds, and songbirds. There is also evidence of small and large mammal species such as deer and coyote using these wetlands. The wetlands that are in proximity to each other (i.e., wetland complexes) generally have a higher significance because of the greater variety of wetland types and juxtaposition of upland

[4] City of Calgary, "Parks & Recreation Technical Report: Protecting Calgary's Environmentally Significant Areas Draft", 1996, pg.3.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
CITY LIMITS (MACLEOD TR)
Cell A
CRANSTON
Town Centre
N
Southeast Planning Area Regional Policy Plan
Map D
Environmentally Significant Areas
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
City Limits
Transportation and Utility Corridor
A High
B Moderate
C Fair
ESA outside of Community 'A' and the Town Centre have not been identified on this map.
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 20-OCT-2003
Meters

and wetland habitat types. Although individually these wetlands may in some cases be considered to be less significant, complexes generally offer increased breeding and stop over habitat and will support larger numbers and a diversity of wildlife.

The best means of ensuring the long-term significance of these areas is to protect as much contiguous habitat as possible, and to protect their long-term viability by incorporating these wetlands into the storm water system. These wetlands are groundwater recharge basins and as such are important for the local hydrology. They contain a diverse range of community types, and provide a good range of habitat and structural diversity. Several of the bird species are threatened by habitat loss in the province and it is important to protect as much of the wetlands as possible.

The following chart summarizes information on the wetlands identified within the Southeast Planning Area. The "Wetland Numbers" are shown on Map C.

Significant Level	Wetland Number (see Map C)	Comments
High	5,6	Large saline wetlands with relatively healthy native grassland uplands. Species include northern pintail, black-necked stilt, marsh wren, northern harrier, short-eared owl, sprague's pipit, and baird's sparrow
	23	Almost entirely located within the TUC and partly in Cell A. The wetland is comprised of a large groundwater recharge basin with an open water marsh dominated by submerged and floating aquatics. The wetland edge is dominated by sedge-willow to an upland aspen-buckbrush community type. This wetland provides important wildlife cover and breeding habitat. Approximately 100 waterfowl were observed on the wetland.
	18, 19	Contains two large wetlands in good condition with extensive native grasslands. Wetlands are dominated by sedge, foxtail barely and stands of cattail. Uplands consist of grazed native grassland with small stands of aspens and shrubs, for example silver buffaloberry.

Moderate	4	Small wetland, mostly located within the TUC that have a broad range of aquatic vegetation and are an important staging and nesting area for waterfowl. Has a diverse mix of wildlife species including American avocet, black tern, yellow-headed black tern, mule, white-tailed deer, and coyote.
	17	A medium sized wetland in relatively good condition. A small dugout that has been constructed within the wetland may have affected the hydrology of the site. Wetland vegetation includes sedge, slough grass, and foxtail barely. Uplands consist of small stands of willow and aspen with non-native grasses and weeds.
	16	A medium sized wetland that has suffered from agricultural activities, including cultivation and trampling from cattle. Sedge and grasses are the dominant wetland vegetation and the uplands consist of small stands of willow and aspen with non-native grasses and weeds.
	1, 2, 3	Small wetlands, mostly located within the TUC, that have a broad range of aquatic vegetation and are an important staging and nesting area for waterfowl. Have a diverse mix of wildlife species including American avocet, black tern, yellow-headed black tern, mule. white-tailed deer, and coyote.
Fair	11, 12, 13, 14, 15	Small wetlands that have suffered from agricultural activities including cultivation and trampling from cattle. Sedge and grasses are the dominant wetland vegetation. Uplands consist of small stands of willow and aspen with non-native grasses and weeds.
	10	Is an isolated, moderate size wetland that has been impacted by agricultural activities. It would improve with better hydrology conditions.
	24, 25	Small, saline wetlands. Wetland vegetation includes sedge, cattail. and grasses. Upland vegetation consists of non-native grassland that has been cultivated in the past.
	7, 8, 9	Small sedge wetlands infested with non-native vegetation. The upland fringes have been cultivated in the past and are infested with weeds and non-native vegetation.
	20, 21, 22	Small, saline wetlands with tufted hair grass and foxtail barely. Uplands consist of grazed, non-native grassland.

3.2.2 Grasslands

The areas of native grassland have been grazed but retain much of their original species mix, and so have been rated as moderately significant. They are typical of the extensive grassland region, which was the dominant eco-system in the prairies 100 years ago but is now one of the most endangered in Western Canada due to extensive agriculture. It represents an important habitat for native flora and for fauna that is dependent on grasslands.

3.2.3 Bow River Valley

The Bow River Valley as a whole is by far the most obvious natural feature in the Southeast Planning Area, with its high escarpment, broad valley bottom, and meandering river.

The grassland and aspen stands on the escarpment are in good condition overall with good integrity, and have been rated as highly significant. There has been little human disturbance to the slope aside from the non-intensive cattle grazing and vehicle tracks descending into the valley. The escarpment's large size and continuity provides excellent wildlife habitat movement utility. It also provides excellent recreational qualities for future residents, including walking, jogging, cycling, and wildlife viewing; and provides an excellent visual amenity, with extensive views of the valley and the distant mountains, and views of the slope from above, below, and across the valley.

The valley bottom's grasslands are of lower quality and have been rated of moderate significance in general. The Balsam poplar forest is in good condition and has been rated of high significance. Human disturbance is confined to a former gravel pit and a homestead on the riverbank.

3.3 Protection of Environmentally Significant Areas

Areas identified as ESAs are not automatically acquired and/or protected from urban development but rather subjected to review and decision-making at the Outline Plan and Land Use Amendment stage. The *Municipal Government Act* provides for the dedication of Environmental Reserve under specific conditions. Where appropriate, ESA lands may be dedicated as Environmental Reserve or Municipal Reserve, purchased by The City, donated to the Parks Foundation, or regulated through development controls or subdivision restrictions. The *Natural Area Management Plan* identifies policy for the protection, maintenance and/or reclamation of significant natural habitat and their relevant ecological associations.

The Bow River Valley is an important natural amenity in the planning area and is identified in the *Open Space Plan and the Calgary Urban Park Master Plan* as a major open space system that is regionally important as a wildlife corridor and recreational amenity.

4.0 LAND USE

4.1 Existing Uses

The area within the Southeast Planning Area comprises predominately agricultural land used for grazing and crop production. The area, for the most part, exists in an unsubdivided state containing the original quarter sections and rural grid roads. The existing land uses in the Southeast Planning Area are Urban Reserve (UR) and Agricultural Natural Resource Industry District (ANRI) from the *MD of Rockyview Land Use By-law.*

4.2 Development Considerations

4.2.1 Bow River Floodway and Floodplain

The Bow River is susceptible to periodic flooding. While the last serious flooding of the Bow River occurred in 1932, the possibility of future flooding does exist.

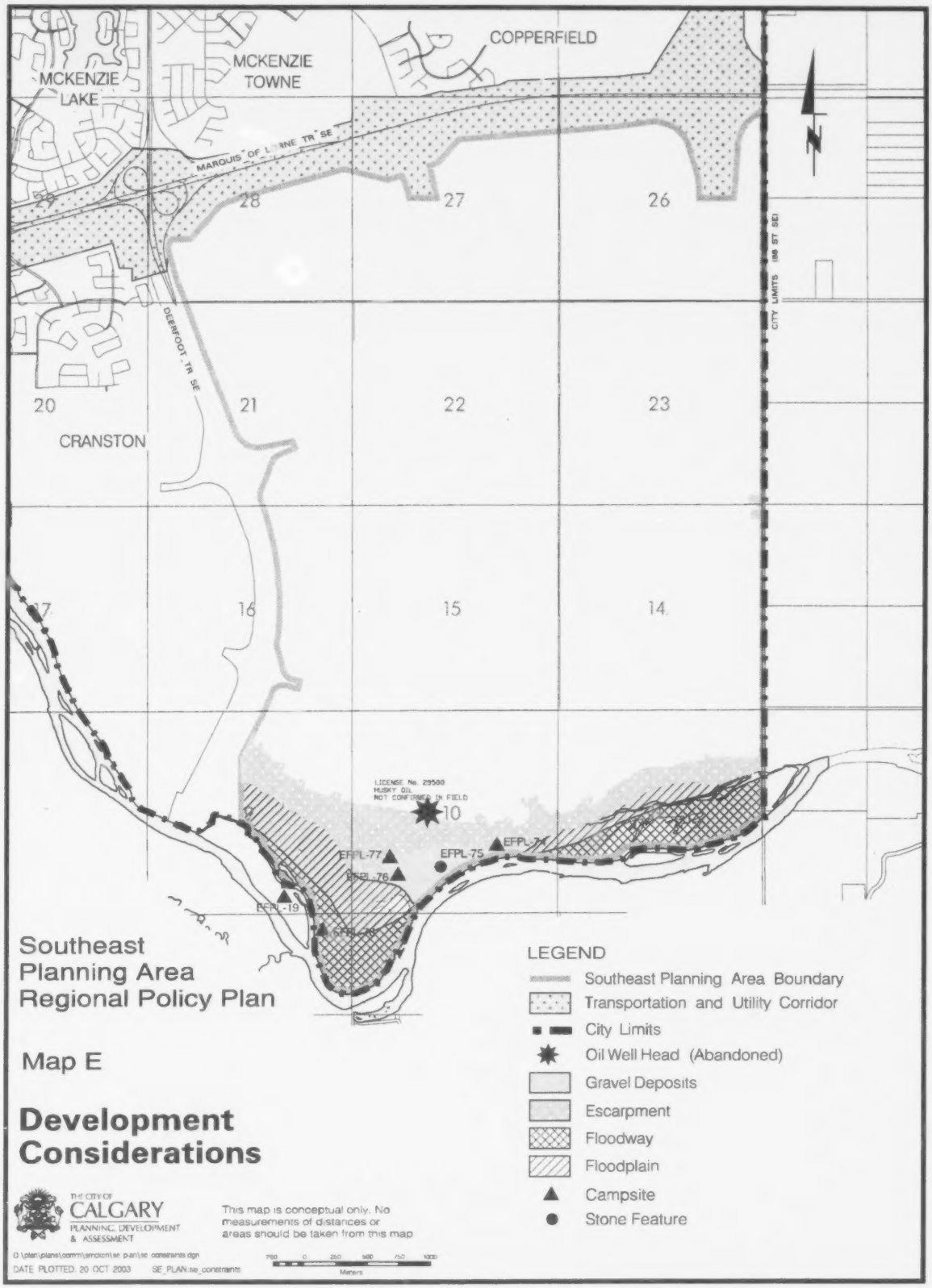
Based on the *Canada-Alberta Flood Damage Reduction Program*, approximately 98 hectares of the Southeast Planning Area are in the floodway and 82 hectares are in the floodplain of the Bow River (Map E).

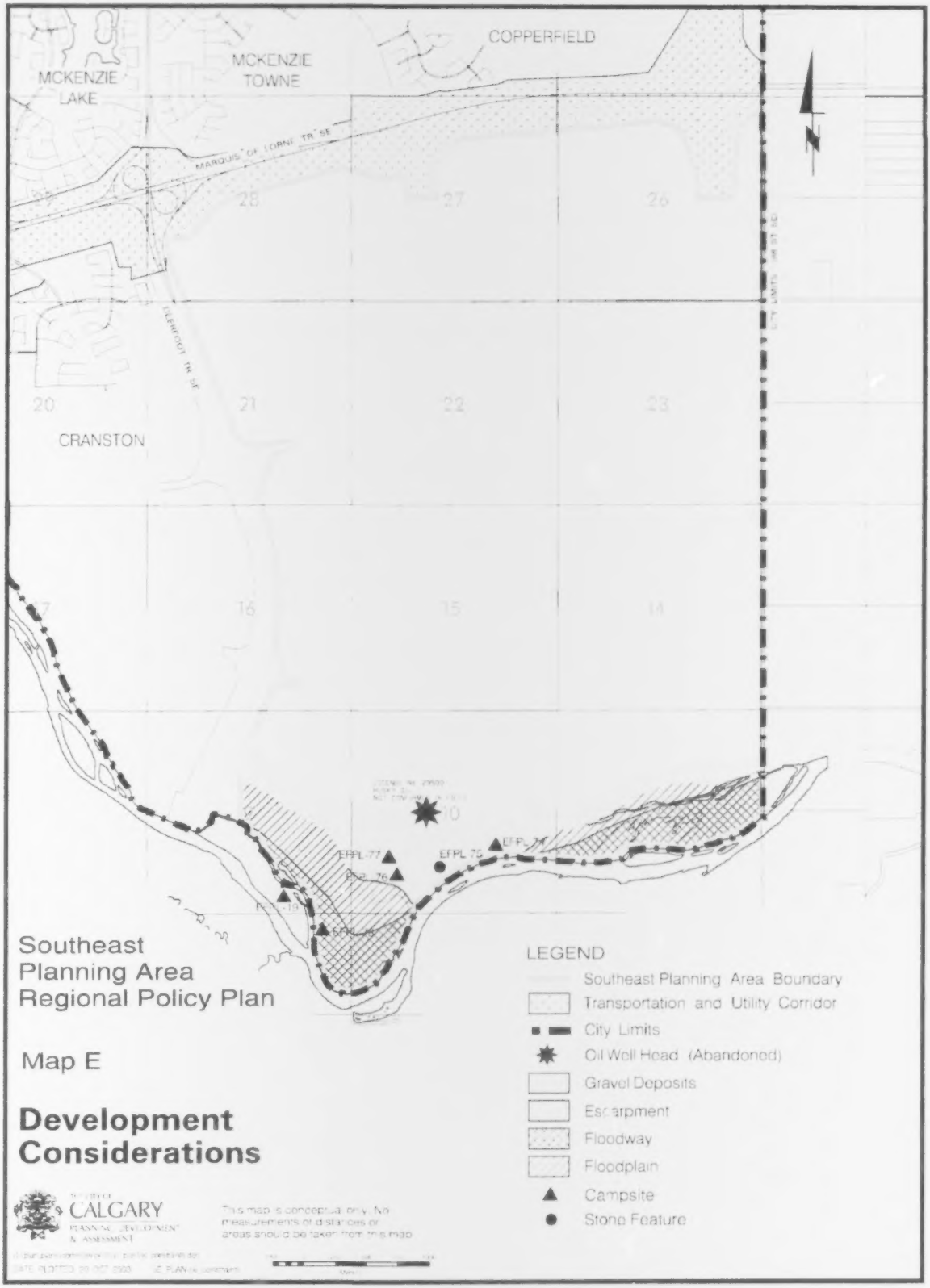
Lands within the floodway are mostly undeveloped and in their natural state. Land use within the floodplain is primarily agricultural. Development in both the floodway and floodplain is subject to the *Floodway, Floodplain and Overland Flow Area Special Regulations* contained in *Land Use Bylaw 2P80*.

4.2.2 Gravel Mining Activity

Gravel deposits are situated on both sides of the Bow River along the Southeast Planning Area's west and south boundary (Map E). As of 2000, an estimated reserve of 5,000,000 cubic metres of sand and gravel have not yet been mined.

Provincial land use policies encourage municipalities to establish land use patterns that accommodate natural resource extraction and processing, while minimizing potential conflict with nearby land uses and any negative environmental impact. Municipalities are to "identify, in consultation with the appropriate provincial land management agency and the Alberta Geological Survey, areas where the extraction of surface minerals (e.g., sand and gravel)


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CITY LIMITS (68 ST SE)
CRANSTON
20
21
22
23
28
27
26
17
16
15
14
10
LICENSE No. 29500
HUSKY OIL
NOT CONFIRMED IN FIELD
EFPL-77
EFPL-76
EFPL-75
EFPL-74
EFPL-19
EFPL-20
Southeast Planning Area Regional Policy Plan
Map E
Development Considerations
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map
O:\plan\plans\comm\smckon\se plan\se constraints.dgn
DATE PLOTTED: 20 OCT 2003
SE_PLAN:se_constraints
750 0 250 500 750 1000
Meters
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Oil Well Head (Abandoned)
Gravel Deposits
Escarpment
Floodway
Floodplain
Campsite
Stone Feature


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
MARQUIS OF LORNE TR SE
ELBERTDALE TR SE
CRANSTON
EFPL 77
EFPL 76
EFPL 75
EFPL 74
Southeast Planning Area Regional Policy Plan
Map E
Development Considerations
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements or distances or areas should be taken from this map
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Oil Well Head (Abandoned)
Gravel Deposits
Escarpment
Floodway
Floodplain
Campsite
Stone Feature

should be a primary land use."[5] The City considers gravel extraction to be an interim land use. At present, there is no municipal policy regarding the interface between residential and industrial gravel mining uses. The consideration of gravel operation impact relative to other development is generally left to the Development Permit stage with conditions set out by the Development Officer. Generally, a phased development that accommodates the life span and reclamation of the gravel pit is the preferred approach.

4.2.3 Oil and Gas Facilities

Abandoned Oil Well - Husky Oil - Well ID: 00/11-10-22-29W4/0

An abandoned well is located in section 10, SSE (Map E). An environmental assessment will be required to determine potential impacts, if any, to future development.

North Okotoks Horizontal Well Program (Surface Location: LS10-13-22-29 W4M)

Located approximately 1.1 km to the east of the Southeast Planning Area boundary, are two sour gas wells (10-13 and 11-24) and a Level 2 sour gas pipeline. The forecasted withdrawal rates for the 10-13 well is 50 years. Compton Petroleum Corporation (Compton) is proposing to drill up to six critical horizontal wells on the existing well lease in LS10-13-22-29 W4M. With these new wells, Compton intends to accelerate the recovery of the sour gas reserves in the Wabamun-Crossfield Member; accelerated recovery will take about 15 years. The application for these new wells is currently before the Alberta Energy and Utilities Board (EUB).

The (Compton) Chestermere Pipeline will be used to transport the sour gas from these reserves. Compton has committed to abandoning the existing well in LS11-24-22-29 W4M within 7.5 years of obtaining the well licences for the horizontal wells. In addition, the 10-13 (and the related facilities) and the Compton Pipeline, will be abandoned within 15 years of obtaining well licences for the horizontal wells.

Emergency Planning Zones (EPZ)

The Emergency Planning Zones (EPZ) for the existing and proposed oil and gas facilities in the vicinity may extend to portions of the Southeast Planning Area. Each individual EPZ should be considered in the development of future ASPs.

---

[5] Land Use Policies, Alberta Municipal Affairs, November 6, 1996, Established by the Lieutenant Governor in Council pursuant to Section 622 of the *Municipal Government Act* order in Council #522-96.

4.2.4 Unstable Slopes

The Calgary Plan has established policy on setback zones from the top of an escarpment. Some steep slopes or escarpments in the Southeast Planning Area may be unstable and prone to erosion, landslides or subsidence, and therefore unsuitable for development. *The Municipal Government Act* identifies criteria to determine whether slopes are developable.

Particular caution is necessary during the design of any stormwater systems, overland drainage, or park development, which would impact the lands within the instability setback limits.

4.2.5 Archaeological Sites

A Native Archaeological Site Inventory was prepared in 2002 for The City of Calgary by Lifeways of Canada Ltd., a cultural resource consulting company incorporated in Alberta in 1972. This document provides an inventory and description of archaeological sites that have been identified within The City Limits. Six archaeological sites consisting of tipi rings and stone features associated with hearths have been identified within the Bow River Valley, five within the Southeast Planning Area and one lying immediately south of The City Limits (Map E). These sites were recorded in the early 1970s and are assumed intact based on 1999 air photos. Undiscovered archaeological sites may exist within the Southeast Planning Area, which have not been identified in the Lifeways Inventory. Development applications should be circulated to the Heritage Resource Management Branch, Alberta Community Development to assess the potential of other significant archaeological sites within the Southeast Planning Area. The level of significance of these archaeological sites can only be determined by an Historical Resources Impact Assessment, which would accompany an Outline Plan application if archaeological sites are suspected.

The Calgary region, particularly the Bow River Valley and its immediate tributaries were active areas for Native settlement. Gravel mining, particularly in this area of the Bow River, has had a major impact on stone tipi rings and buried sites. Buried terrace campsites are the most significant source of archaeological information on past Native life[6].

[6] Lifeways of Canada Ltd., "City of Calgary Native Archaeological Site Inventory", 2002, pg.58

5.0 LAND OWNERSHIP

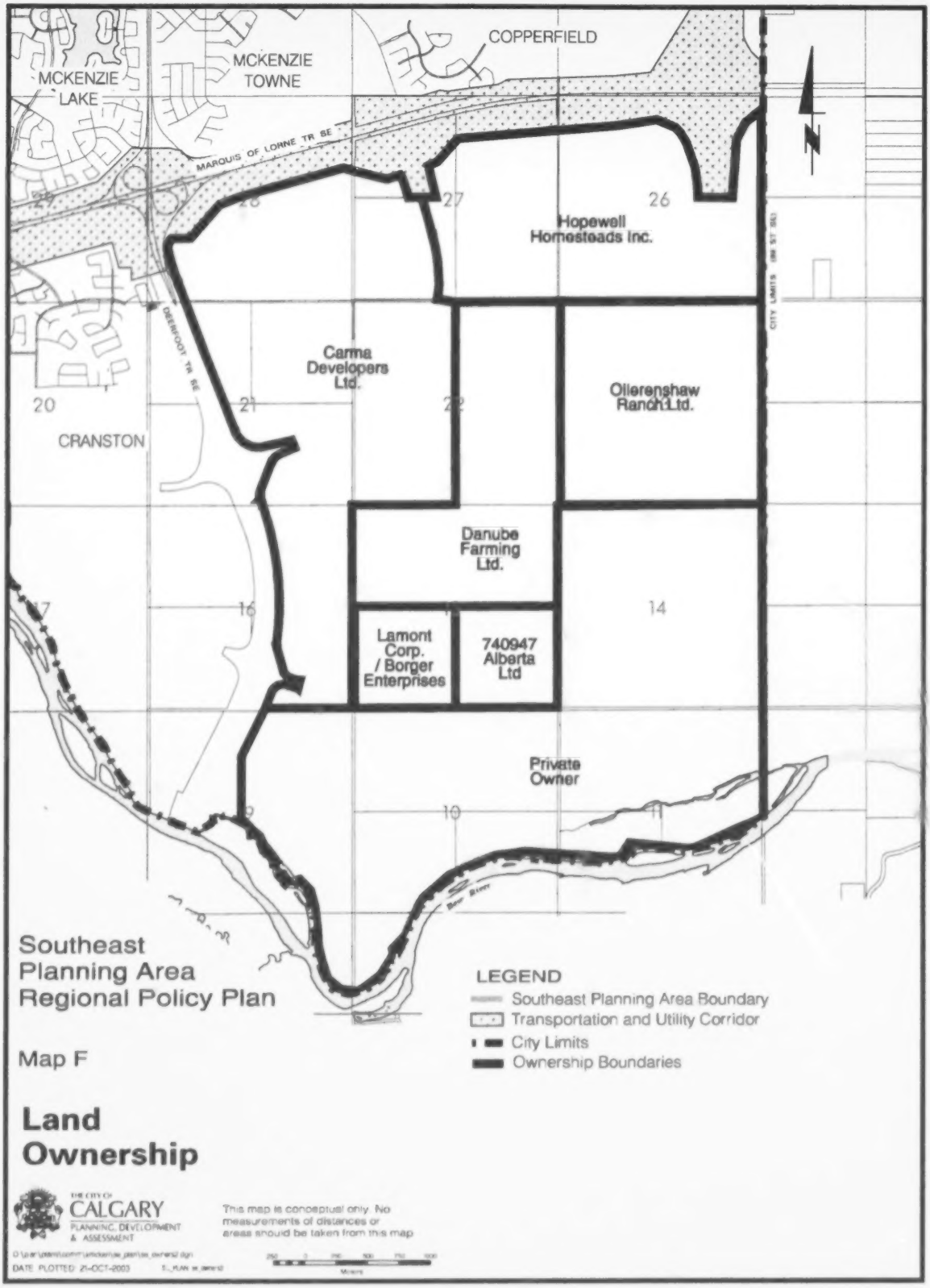
5.1 Ownership Pattern

The land ownership pattern within the Southeast Planning Area is shown on Map F and described within the following table.

Table 1: Land Ownership Breakdown

Owner	Area (Ha*)	Area (Ac*)	% of Total
Private Owner	766	1,892	33
Carma Developers Ltd.	552	1,364	24
Danube Farming Ltd.	259	640	11
Ollerenshaw Ranch Ltd.	259	640	11
Hopewell Homesteads Inc.	337	833	15
Lamont Corp / Borger Enterprises	65	161	3
740947 Alberta Ltd.	65	161	3
Total	**2,303**	**5,691**	**100**

Source: Planning Policy – January 2003
*Note: *areas are approximate only*


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CITY LIMITS (96 ST SE)
CRANSTON
Hopewell Homesteads Inc.
Carma Developers Ltd.
Ollerenshaw Ranch Ltd.
Danube Farming Ltd.
Lamont Corp. / Borger Enterprises
740947 Alberta Ltd
Private Owner
20
21
22
27
26
17
16
14
10
Bow River
Southeast Planning Area Regional Policy Plan
Map F
Land Ownership
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Ownership Boundaries
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map
DATE PLOTTED: 21-OCT-2003

6.0 TRANSPORTATION NETWORK

6.1 Regional Road Network

The Southeast Planning Area is defined by the surrounding expressway / freeway standard roadways to the west, east and north and the Bow River to the south (Map G). The design of the overall road network and interchange designs have factored in the anticipated traffic volumes within the area, based on projected population and employment numbers. The internal major road network divides the Southeast Planning Area into communities.

6.1.1 Deerfoot Trail SE

Deerfoot Trail SE defines the western boundary of the Southeast Planning Area and is designated as an expressway/freeway. The Southeast Planning Area can be accessed from Deerfoot Trail SE via grade-separated interchanges at 196 Avenue SE and 212 Avenue SE. A grade-separated interchange will ultimately be built at the junction of Deerfoot Trail SE and Marquis of Lorne SE.

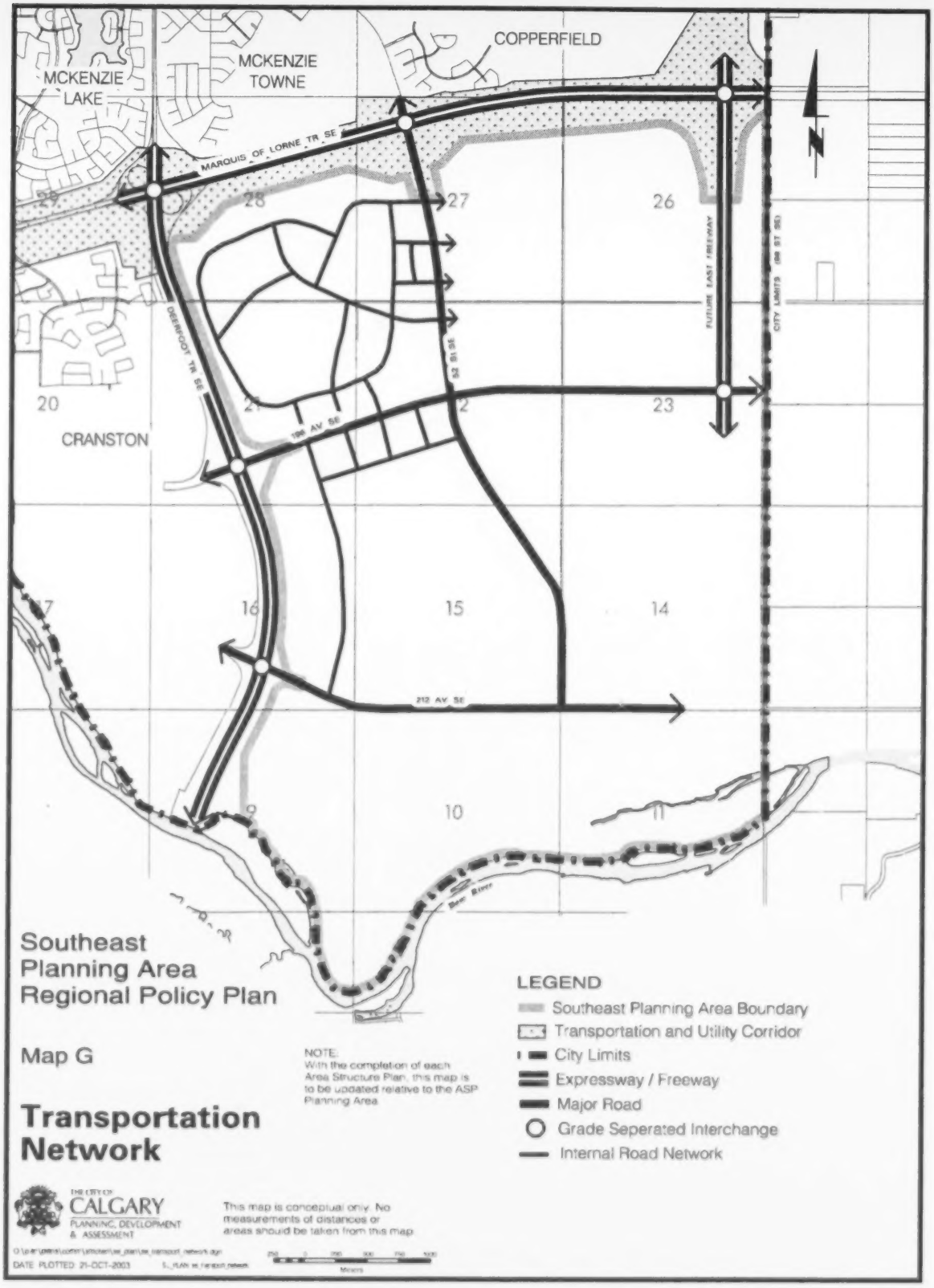
6.1.2 Marquis of Lorne SE

Marquis of Lorne Trail SE is contained within the TUC and forms the north boundary of the planning area. Marquis of Lorne SE is designated as an expressway/freeway. Grade-separated interchanges will ultimately be built at Deerfoot Trail SE, 52 Street SE, and the future East Freeway.

6.1.3 East Freeway

The future East Freeway runs north-south along the eastern boundary of the Southeast Planning Area. Ultimately, access to the Southeast Planning Area will be at 196 Avenue SE and 212 Avenue SE via grade-separated interchanges. Construction of the East Freeway is not scheduled at this time. The timing of construction will be dependent upon the need for the roadway and the availability of funding.

The alignment and status of this road south of 196 Avenue SE needs to be determined by the Province. This will occur in the future and will involve an analysis of such factors as river crossings and traffic handling capacity.


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
196 AV SE
212 AV SE
CRANSTON
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
Bow River
20
21
22
23
17
16
15
14
9
10
11
Southeast Planning Area Regional Policy Plan
Map G
Transportation Network
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Internal Road Network
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003
Metres

6.1.4 52 Street SE

52 Street SE is the primary north-south transportation link for the Southeast Planning Area and will extend from East McKenzie. This road is designated as a 6-lane major roadway between Marquis of Lorne Trail SE and 196 Avenue SE. A grade-separated interchange will ultimately be built at 52 Street SE and Marquis of Lorne Trail SE. At-grade separate intersections will provide access to the adjacent communities within the Southeast Planning Area.

6.1.5 196 Avenue SE

196 Avenue SE extends in an east-west direction between Deerfoot Trail SE and the East Freeway through the Southeast Planning Area. It is the first access point into the area along Deerfoot Trail SE. This road is intended to be a 6-lane major roadway with possible dual left turning lanes.

6.1.6 212 Avenue SE

212 Avenue SE extends in an east-west direction between Deerfoot Trail SE. This road is intended to be a 6-lane major roadway.

6.2 Subarea Transportation Model

The Subarea Transportation Model for the Southeast Planning Area was extracted from the larger Regional Transportation Model conducted by The City of Calgary for an area south of Fish Creek Park and 114 Avenue SE. This transportation model played a critical role in the location of the Town Centre within the overall Southeast Planning Area.

Land use patterns for the Town Centre concept and five residential communities for the Southeast Planning Area were used to determine the estimated population and employment assumptions for the modeling exercise. The Town Centre was determined to be located south of 196 Avenue SE rather than straddling 196 Avenue SE to avoid the area from being divided by a major road and to encourage the integration of the center.

The Regional Transportation and the Subarea Model are based on full build out at 1.25 million and 1.5 million population projections provided by the Land Use Planning Division. The models assume the ultimate build out of Sarcee Trail, Deerfoot Trail, and the East Freeway.

The Subarea Transportation Model was conducted in July 2001 for the Southeast Planning Area. The model assumed two time horizons with two population and employment estimates: 2020 with an estimated population of 30,600 people and an employment number of 11,570; and, 2030+ (the

Southeast Planning Area is expected to be fully built out) with an estimated population of 116,200 people and an employment number of 18,560. The road network for the model assumed the ultimate build out of Sarcee Trail, East Freeway, Deerfoot Trail, and all necessary interchanges.

The results of the Subarea Model indicated that 6 lanes (3 in either direction) are required along 196 Avenue SE and 52 Street SE to accommodate the ultimate build out of the area.

7.0 CELLS

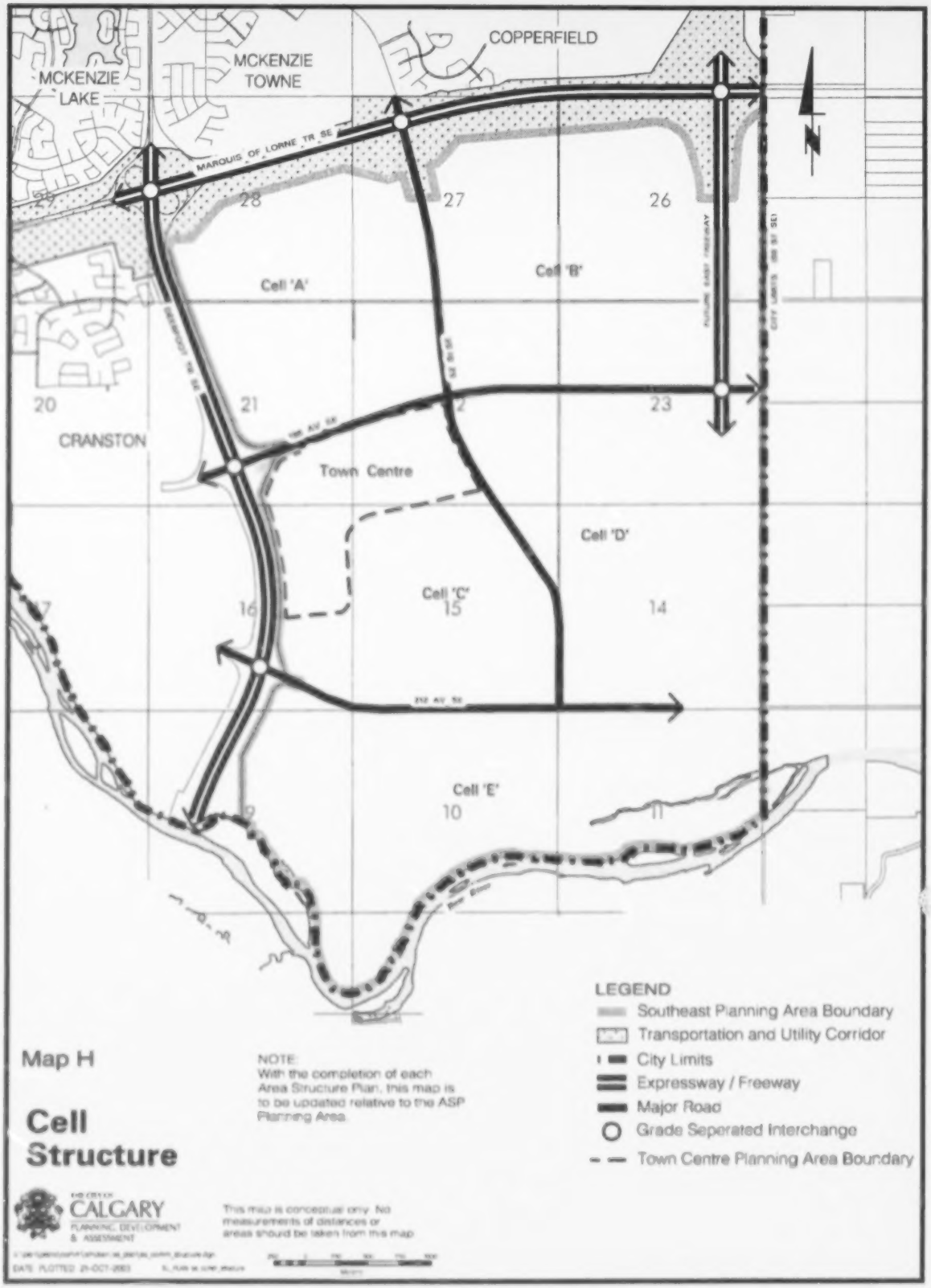
7.1 Area

The Southeast Planning Area is comprised of five residential community cells, the Town Centre, and residual parcels lying east of the future East Freeway identified on Map H. These cells are defined by the regional road network and the Bow River valley to the south. The area of each community is shown in the following table:

Table 2: Area of Cells

Cells	Gross Area ha* (ac*)
A	359 (887)
B	448 (1,108)
Town Centre	129 (318)
C	293 (724)
D	461 (1,138)
E	570 (1,410)
Residual Planning Area – East of East Freeway	43 (106)
Total	**2,303 (5,691)**

*Notes: * areas are approximate only*
The terms gross area is defined in the Glossary.
The figures in this table are projections only and subject to refinement at Outline Plan/Land Use stage.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
Cell 'A'
Cell 'B'
Cell 'C'
Cell 'D'
Cell 'E'
CRANSTON
Town Centre
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Town Centre Planning Area Boundary
Map H
Cell Structure
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.

7.2 Population and Dwelling Units Projections

The projected population and the number of dwelling units for the Southeast Planning Area are shown in the following table:

Table 3: Projected Population and Dwelling Unit Yield Ranges

Cell[1]	Projected Population Range (6-8 upa)[2] (Projected Dwelling Unit Yield Range)[3]
A	13,800 – 18,400 (4,600 – 6,100)
B	17,400 – 23,200 (5,800 – 7,700)
Town Centre[4]	450 – 675[5] (250 – 375)
C	12,800 – 17,100 (4,300 – 5,700)
D	16,700 – 22,200 (5,600 – 7,400)
E	17,100 – 22,800 (5,700 – 7,600)
Residual Area – East of East Freeway	1,900 – 2,500 (650 – 850)
Total	**80,150 – 106,875** **(26,900 – 35,475)**

Note:
1. *The area calculations for each community excludes potential ER, floodway, escarpment, LRT ROW and Park 'n' Ride, a second high school site, a 6.0 acre commercial centre for each community, and a 60.0 acre private recreation amenity in Cell 'A'.*
2. *Based on an occupancy rate of 3.0 persons per dwelling for developing suburban communities (Planning & Transportation Policy 2002)*
3. *The target density range for each community is between 6 units per gross developable acre and 8 units per gross developable acre.*
4. *The Town Centre will contain approximately 8-12 ha (20-30 acs) of higher density (multi-family) residential development. The population projections are based on 20-30 acs of multi-family residential development, with 25% calculated at 20upa and 75% calculated at 10upa. (30ac x 25% x 20upa) + (30ac x 75% x 10upa)*
5. *Based on an occupancy rate of 1.8 persons per dwelling based on city-wide occupancy rates for apartments and townhouses for 2002. (Planning & Transportation Policy 2002)*

8.0 TOWN CENTRE

Table 4: Town Centre Components

Precinct (Function)	Gross Area ha* (ac*)
Regional Retail/ Commercial	25 – 35 (60 – 90)
Regional Health Centre	10 – 16 (25 – 40)
Main Street Retail	6 (15)
Park 'n' Ride Facilities	4 (10)
Sector Retail	8 (20)
Regional Public Facilities (Regional Recreation)	20 – 25 (55 – 65)
Employment Area	28 – 35 (50 – 70)
Multi-family Residential Area	8 – 12 (20 – 30)
Total	**100 – 140 (260 – 350)**

*Note: * areas are approximate only*
The size of the Town Centre components will be determined through subsequent planning processes.

8.1 Town Centre Location

The Town Centre comprises a number of important local and regional components that bring together a wide range of land uses within a centralized location to serve the Southeast Planning Area, Cranston and the greater region. The rationale for having a Town Centre concept in the context of the southeast region developed early in the planning process when a number of regional facilities, including a hospital, were identified for this area. A Town Centre approach offers opportunities to capture synergies between a variety of regional land uses, to concentrate transit-supportive uses around a future LRT station, such as the hospital and office development, and to create a pedestrian-oriented environment.

The Town Centre location south of 196 Avenue SE and west of 52 Street SE was determined by a number of factors. Firstly, this location is central to the region, which includes the community of Cranston. Secondly, locating the Town Centre south of 196 Avenue SE lessened the impact on the transportation network, more specifically on the Deerfoot Trail SE/196 Avenue SE future interchange. By locating the Town Centre south of 196 Avenue SE,

some of the traffic load along 196 Avenue SE could potentially be shared with the future interchange to the south, Deerfoot Trail SE/212 Avenue SE.

The design and composition of this mixed-use Town Centre will be explored through the area structure plan process. The integration of uses within the Town Centre can pertain to adjacent land uses, integration at the block level as well as mixed-use abilities within buildings. The design of the public realm and the pedestrian environments will be important areas to focus on within the area structure plan.

8.2 Town Centre Components

8.2.1 Regional Health Facility

The Town Centre will contain a regional health care facility that will have immediate access from 196 Avenue SE. The hospital land requirements range from 10-16 hectares and should be easily accessible to rapid transit service; ultimately this will involve LRT service.

Located within close proximity to the hospital site will be a regional emergency services site, which will include fire, police, and EMS service.

8.2.2 Employment Area

The *Employment Centre Strategy (1999)* identifies the Southeast Planning Area as a location for a major employment area. This employment area can contain a variety of employment generating land uses such as office development, research and development uses, uses related to the hospital function that generate employment, etc. The regional health care facility will be a strong employment anchor for the Town Centre. The employment area within the Town Centre will be approximately 28-36 hectares. The employment component could be distributed throughout the Town Centre and/or a concentration along Deerfoot Trail SE for exposure and convenient vehicular access along the major routes off 196 Avenue SE. Because office development is a long-term land use commitment, location and siting of lands for employment-generating land uses needs to be considered strategically to optimize market feasibility opportunities and proximity to amenities, facilities and services.

8.2.3 LRT Service

Rapid transit and ultimately an LRT station will service the Town Centre. A small park 'n' ride site will be in close proximity but not necessarily adjacent to the LRT station or major transit hub site. The park 'n' ride sites will contain approximately 1,000 stalls and encompass approximately 4 hectares of land.

8.2.4 Regional Public Facilities

The regional public facilities to be located within the Town Centre include a regional recreation facility, a regional park, a regional library and a senior high school. Approximately 20-24 hectares of land are required to accommodate these uses. The high school site will be located to ensure good access to the future LRT station or major transit hub and would benefit from proximity to the regional park and regional recreation centre. The regional recreation centre accessible to transit and the employment areas would allow mid-day use by employees. All facilities including the regional park are intended to serve all the adjacent communities including Cranston and the region.

8.2.5 Multi-family Residential Area

The Town Centre will contain some multi-family residential development of approximately 8-12 hectares in size. The main street retail area would benefit from proximity to the multi-family residential area.

8.2.6 Main Street Retail

The Main Street component will encompass approximately 6 hectares of land and integrate local and specialized retail uses with residential and public facilities such as an LRT station or major transit hub. The main street will have a pedestrian focus in its design and uses.

8.2.7 Sector Retail

Sector retail component will encompass approximately 8 hectares of land and contain mid-sized retail. The location of the sector retail could be along 196 Avenue SE to take advantage of the exposure.

8.2.8 Regional Retail/Commercial

The regional retail or commercial component of the Town Centre will encompass approximately 24-36 hectares of land and will include large-scale and mid-sized retail development. Unlike the main street retail, the regional retail will require convenient vehicular access and visibility from Deerfoot Trail SE and 196 Avenue SE.

9.0 PUBLIC TRANSIT AND PEDESTRIAN NETWORKS

9.1 Southeast Transit Corridor

The potential for future urban growth in the south and southeast sectors of the city will require the southeast LRT line to be completed in the 15-30 year time horizon (Map I). As planning through the area structure plans proceed, the LRT alignment and station location(s) should be identified to allow for the dedication of the rights-of-way and land required for the stations at the Outline Plan/Land Use Amendment stage.

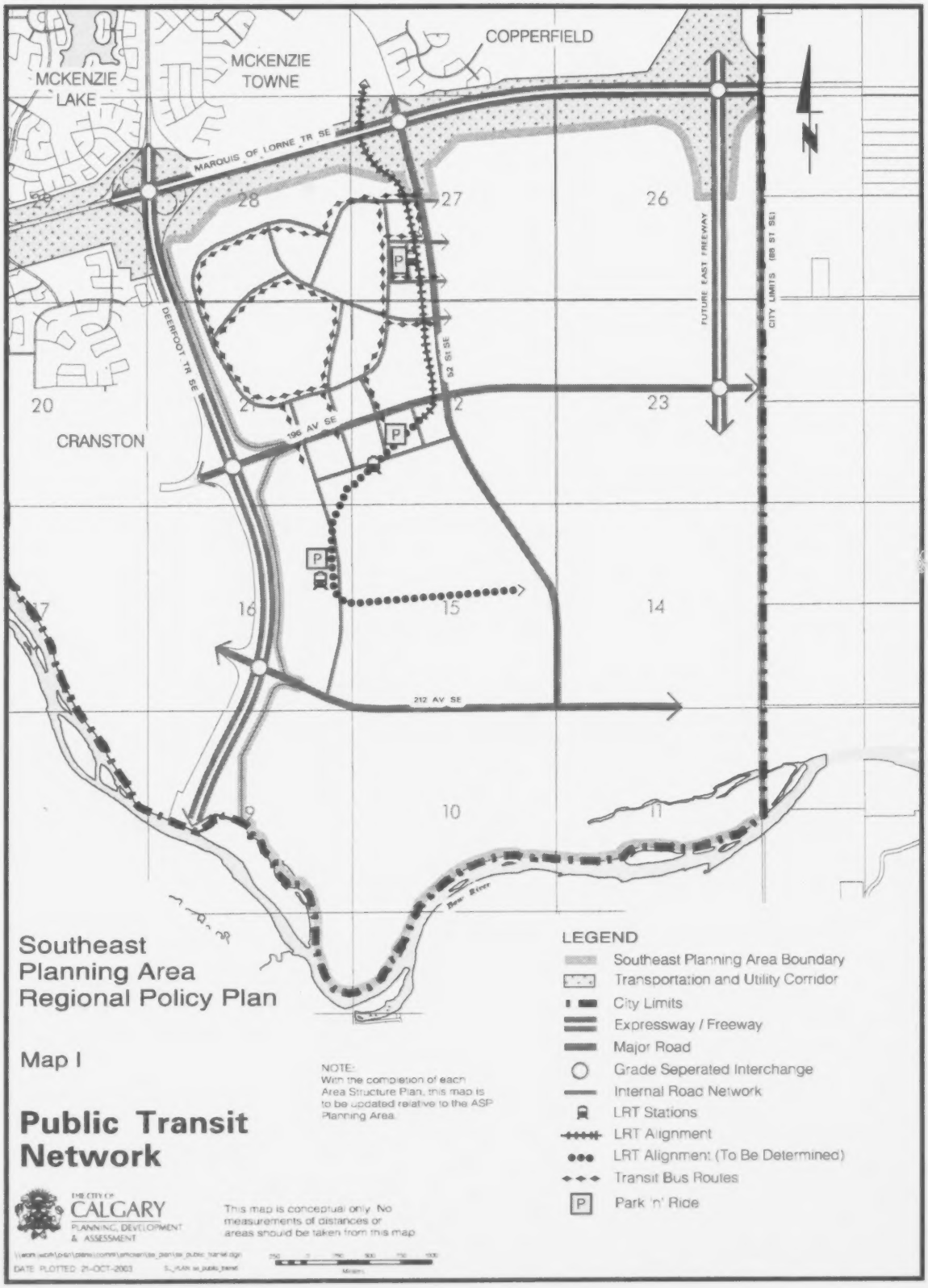
The LRT alignment will extend into the planning area from the north and will be located within the right-of-way on the western side of 52 Street SE. The first station location is anticipated to serve the residential communities within Cells 'A' and 'B'. The line is planned to continue south then swing to the west, south of 196 Avenue SE, to the Town Centre, where it will then turn east.

9.2 Transit Bus Routes

Prior to the establishment of any high capacity rapid transit service, both express bus service and local feeder bus service will serve the communities. To ensure maximum coverage, transit feeder buses will be provided within the cells.

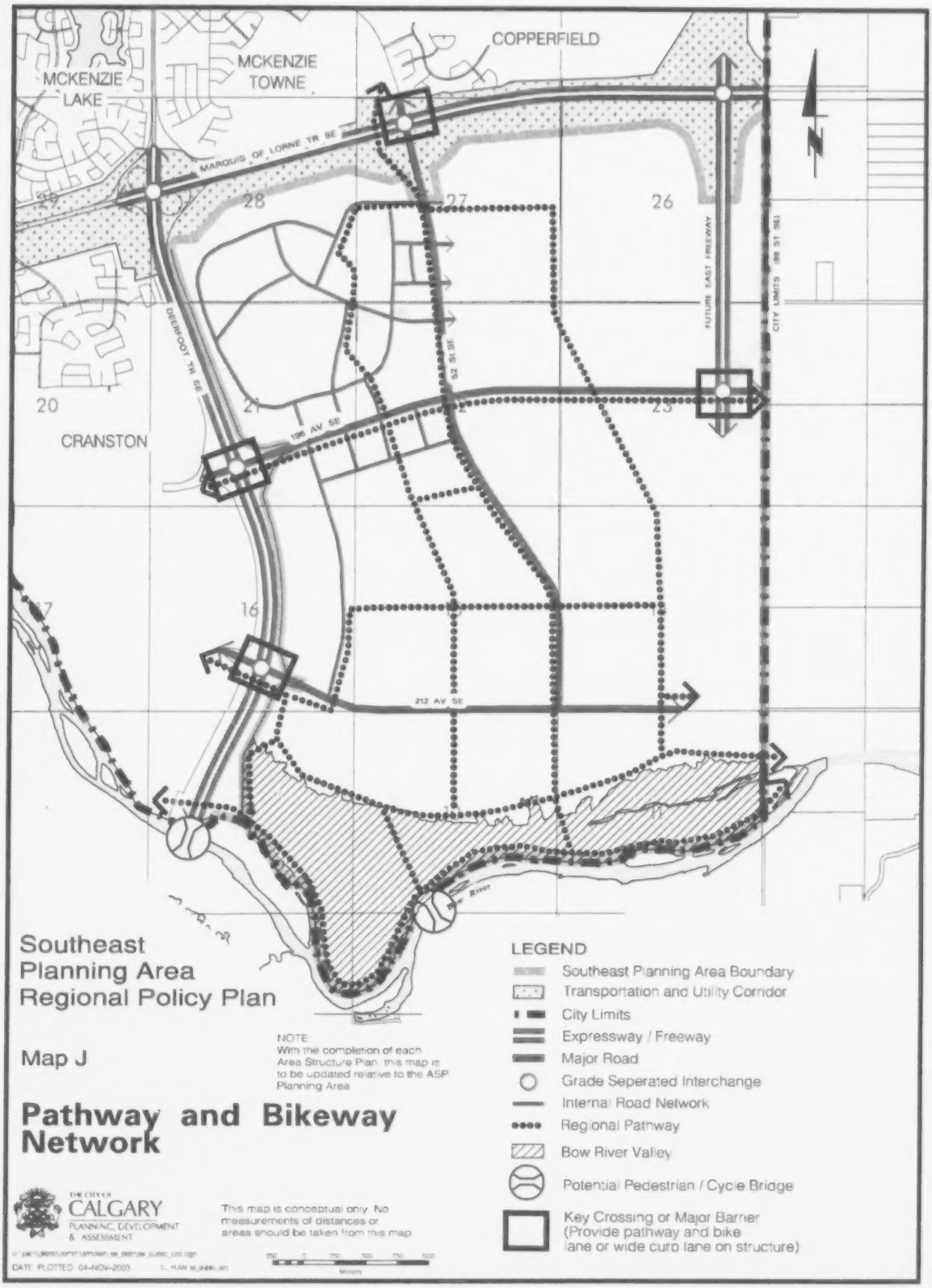
9.3 Park 'n' Ride

Approximately 1200 park 'n' ride stalls will be required at LRT stations within the Southeast Planning Area. These park 'n' ride stalls should be distributed as follows: Cell 'A' will provide approximately 250-300 stalls, the Town Centre will provide 600-700 stalls (possibly in conjunction with the regional recreation centre), and where the line swings to the east across 52 Street SE, approximately 300 stalls will be provided.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
52 ST SE
FUTURE EAST FREEWAY
CITY LIMITS (88 ST SE)
196 AV SE
212 AV SE
CRANSTON
Bow River
Southeast Planning Area Regional Policy Plan
Map I
Public Transit Network
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Internal Road Network
LRT Stations
LRT Alignment
LRT Alignment (To Be Determined)
Transit Bus Routes
Park 'n' Ride
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003

9.4 Regional Pathways and Bike Ways

The regional pathway and bikeway system will be extended throughout the Southeast Planning Area. The pathway/bikeway will be located within the rights-of-way of the major roads within the Southeast Planning Area and connect to the Bow River valley (Map J). The final alignment design details will be determined in conjunction with the LRT alignment and at the Outline Plan/ Land Use Amendment stage.


COPPERFIELD
MCKENZIE TOWNE
MCKENZIE LAKE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
52 ST SE
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
196 AV SE
212 AV SE
CRANSTON
20
21
22
23
26
27
28
16
17
Bow River
N
Southeast Planning Area Regional Policy Plan
Map J
Pathway and Bikeway Network
NOTE
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Internal Road Network
Regional Pathway
Bow River Valley
Potential Pedestrian / Cycle Bridge
Key Crossing or Major Barrier (Provide pathway and bike lane or wide curb lane on structure)
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 04-NOV-2003
Metres

10.0 REGIONAL AND COMMUNITY SERVICES SITES

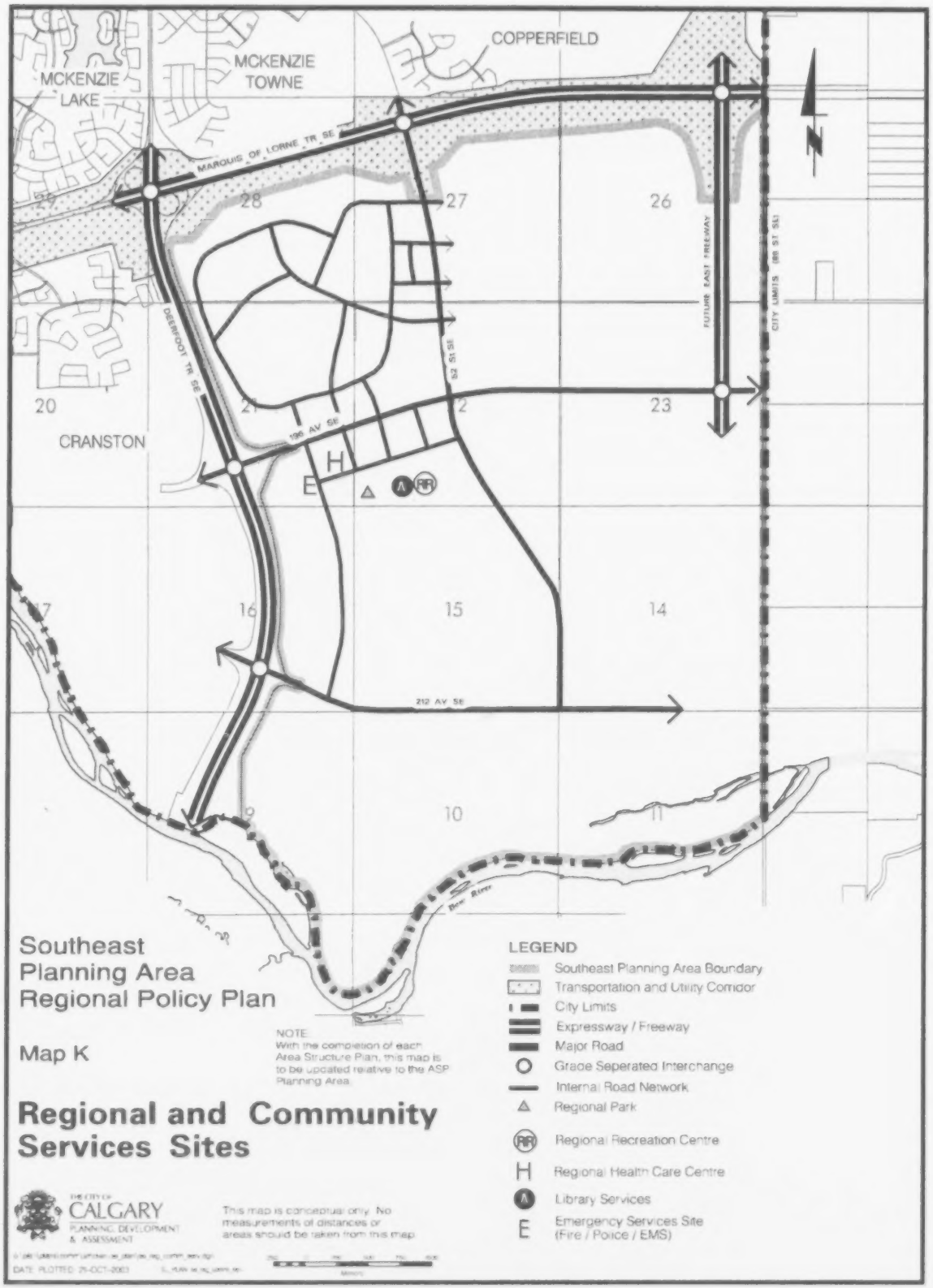
The *Accommodating Growth: A framework for Coordinating Municipal Capital Investment* identifies the regional public facilities and infrastructure components to be developed within the Southeast Planning Area. They include a public and a separate high school, a regional public library, a regional health care centre, a regional recreational park, a regional recreation centre, and an emergency services site (fire, police, EMS) as identified on Map K. The locational criteria and other considerations for these public facilities are to be explored during the Area Structure Plan process.

10.1 Fire Station Sites

Currently, fire protection is provided to the Southeast Planning area from Fire Station No. 30 (6 McKenzie Towne Gate SE). A fire station in conjunction with Calgary Police and Emergency Medical Services (EMS) is being planned for the Town Centre, south of 196 Avenue SE and east of Deerfoot Trail SE. Typically, fire stations are spaced to ensure maximum response times of 5 to 7 minutes. It is expected that a temporary fire station may be required based on the rate of development of Cell 'A' and the timing of construction of the permanent facility.

Temporary Fire Station

Criteria	Details	Comments
Site	1 acre	Comprised of a temporary trailer and a tent to shelter apparatus.
Response Time	5 to 7 minutes	Maximum response time to all areas within service district.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CRANSTON
196 AV SE
212 AV SE
FUTURE EAST FREEWAY
CITY LIMITS
Bow River
Southeast Planning Area Regional Policy Plan
Map K
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
Regional and Community Services Sites
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Internal Road Network
Regional Park
Regional Recreation Centre
Regional Health Care Centre
Library Services
Emergency Services Site (Fire / Police / EMS)
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 29-OCT-2003

Permanent Fire Station

Criteria	Details	Comments
Site	3 to 4 acres	Requires an 8,000 to 12,000 square foot building, depending on single use or multi-use facility.
Response Time	5 to 7 minutes	Maximum response time to all areas within service district.
Access	Highly Important	Located on a major roadway with access in two directions. Prefer a corner location.

10.2 Emergency Medical Services (EMS) Sites

At the present time, the Southeast Planning Area is being served by Station 30 (6 McKenzie Towne Gate SE), a Fire/EMS Joint Use Facility, located in the community of McKenzie Towne and a Tri-Services facility in Midnapore (450 Midpark Way SE). Emergency Medical Services (EMS) facilities should be strategically located in close proximity to a major road providing direct access to Deerfoot Trail SE in order to provide a maximum 8 minute response time. An EMS Paramedic Response Unit (PRU) is the primary advanced life support response unit serving the McKenzie Towne area. A PRU is a non-transport unit manned by one paramedic, typically used in remote areas, and less costly than an ambulance. The PRU will be replaced by an advanced life support ambulance manned by two paramedics and relocated to the Town Centre, south of 196 Avenue SE, and built in conjunction with Calgary Fire Department and / or Calgary Police Service.

EMS Facility Information

Criteria	Details	Comments
Site	3,000 square foot building and parking bays on a 1/3 acre site.	Can be housed as a separate facility but typically is in partnership with planned fire or Tri-Services Facilities.
Service Area	Maximum 8 minutes	Based on the areas that can be reached within 8 minutes. This depends on the road types and network that surrounds each station.

10.3 Police Services Sites

A district office is planned for the Town Centre, as part of the Tri-Services Facility housing Fire and EMS services. Currently, police services are provided for the entire southern portion of the city by the Police District 6 office (8325 Bonaventure Drive SE) and the Midnapore Satellite Station (670, 22 Midlake Boulevard SE). The services provided by the Calgary Police Service include safety and protection, crime prevention, crime detection and apprehension, traffic safety, community relations, public education and community problem solving. The following is a summary of their locational criteria.

Calgary Police Service

Criteria	Single Use Facility	Multi-Service Facility	Comments
Site	Requires 3 acres and a 20,000 square foot building if police station is a standalone model.	Requires 4 acres and 35,000 square foot building when in partnership with Fire, EMS, or social service facility.	A Multi-Service Facility which includes Police, Fire, EMS, and/or Community and Social Development Business Units.
Population Threshold	80,000	80,000	A temporary "leased" community station is usually established first and a permanent station may be developed as the area grows.
Access	Highly Important	Highly Important	Located adjacent to major roadways.

10.4 Library Service Sites

The Calgary Public Library is responsible for the planning and delivery of a comprehensive program of library services that are responsive to community needs and readily accessible to all Calgarians. Some of the site criteria for a public library facility include:

Library Facility Information

Criteria	Details	Comments
Site	18,000 square feet building envelope for a community library 25,000 square feet for a regional library	Requires a convenient and highly visible location adjacent to a major community focal point and public transit.
Catchment Distance	3.5 km for a community library 4.0 - 5.0+ km for a regional library	Long range planning for community and regional area libraries consider population and the distance to existing libraries.
Population Threshold	40,000 for a community library 100,000 for a regional library	
Access	Highly Important	Functional traffic pattern for convenient vehicular access. Excellent pedestrian access is required. 30-60 parking stalls required

The closest public library to the Southeast Planning Area is the Fish Creek Branch Library (11161 Bonaventure Drive SE) and the Fish Creek Recreation Education and Library Complex (333 Shawville Boulevard SW) adjacent to the Shawnessy Town Centre. An area library is required for the Southeast Planning Area and is being planned for the Town Centre.

10.5 Regional Recreation Park

Regional recreation parks are intended to provide general recreation space within the city and to meet a number of recreational needs for a region (a number of communities). A regional recreation park in the Southeast Planning Area has been indicated in the *Calgary Open Space Plan*. The Major Open Space System Conceptual map, in the Open Space Plan identifies existing city-wide and regional recreation parks and future locations. A park 'n' ride site could be developed in conjunction with the regional recreation park.

Regional Recreation Park

Criteria	Details	Comments
Site	10 - 20 acres	Located in close proximity to regional recreational facilities and high school.
Access	Highly Important	Collector or arterial road access
Connectivity	Highly Important	Connections to the regional pathway system to provide access to non-vehicular users are very important.

10.6 Regional Recreation Centre

The City's Recreation Programs and Facilities Business Unit has identified the need for a regional recreation centre in the Southeast Planning Area. As the planning area develops, details on the facility will be determined in consultation with the area population through a Regional Recreation Facility Study. This study will, among other things, determine the relationship with other uses, and identify means of financing the construction and operation of the facility. A park 'n' ride site could be developed in conjunction with the regional recreation park.

10.7 High School Sites

The information below provides criteria related to the location and operation of high schools by the Calgary Board of Education (CBE) and the Calgary Catholic School District (CCSD).

Senior High School Site Information

Criteria	CBE	CCSD
Population Base	25,000 to 50,000	120,000 to 125,000
Students per School	1,500	1,000 to 1,500
Employee Base	n/a	100
Site Size (Acres)	23 (10 acres for building envelope and 13 ac for sportsfield)	23 (10 acres for building envelope and 13 ac for sportsfield)
Synergies	No single model exists, although it is preferable to locate adjacent to, or develop in partnership with, a regional recreation centre, library, skating rink, swimming pool, retail, LRT/Transit facility, and/or community hall.	

10.8 Calgary Health Region (CHR) Sites

June 2001, the Calgary Health Region announced its long-term growth plan for the South Diagnostic and Treatment Centre. Land was acquired within the Town Centre for this future facility. According to the Calgary Health Region, some of the key considerations for locating a major health care facility include:

Regional Health Care Facility Information

Criteria	Details	Comments
Site	25 acres of land with an optional additional 15 acres	Requires and highly visible location from the regional transportation network.
Access	Highly Important	Convenient access for EMS; (i.e, minimal left hand turns and intersections) and avoid congested areas to reduce potential for EMS delays. Unconstrained helicopter access. Access to public transit.
Adjacent Land Use	Compatible uses include medical offices, pharmacy, hotel, long-term care facility, seniors housing, etc.	Minimal expose to low density residential areas to minimize parking spillover.

11.0 COMMERCIAL DEVELOPMENT

11.1 Commercial Land Requirements

The projected range of retail floorspace and net developable commercial land required within the Southeast Planning Area is identified within the following table:

COMMERCIAL DEMAND Southeast Planning Area		
Demand	Gross Floor Area	Net Developable Land[3]
Optimal Demand[1]	270,112 m (2,907,553 ft²)	108 ha (267 ac)
Base Demand[2]	188,975 m² (2,034,177 ft²)	76 ha (187 ac)

Note:

1. *Retail Demand Projection provided by Hudema Consulting Group Limited, Southeast Calgary Town Centre Study, April 2002. This projection is based upon a market share analysis and for the purpose of formulating policy the retail floorspace and commercial land projection is considered to be the maximum or optimal amount required for the Southeast Planning Area.*
2. *Retail Demand Projection provided by Planning Policy, City of Calgary, 2003 February. This projection is based upon a per capita share analysis and for the purpose of formulating policy it is considered to represent the minimum or base amount of retail floorspace or commercial land required within the Southeast Planning Area. The projection is derived assuming a population of 93,741 (at a density of 7 units per acre) and an average of 21.7 square feet of retail floorspace/person.*
3. *The conversion of retail floorspace to net developable land assumes a floor area ratio on a commercial site of 0.25.*

11.2 Commercial Policy Formulation

The approach to be taken in formulating commercial policies within an area structure plan is embodied within the following principles:

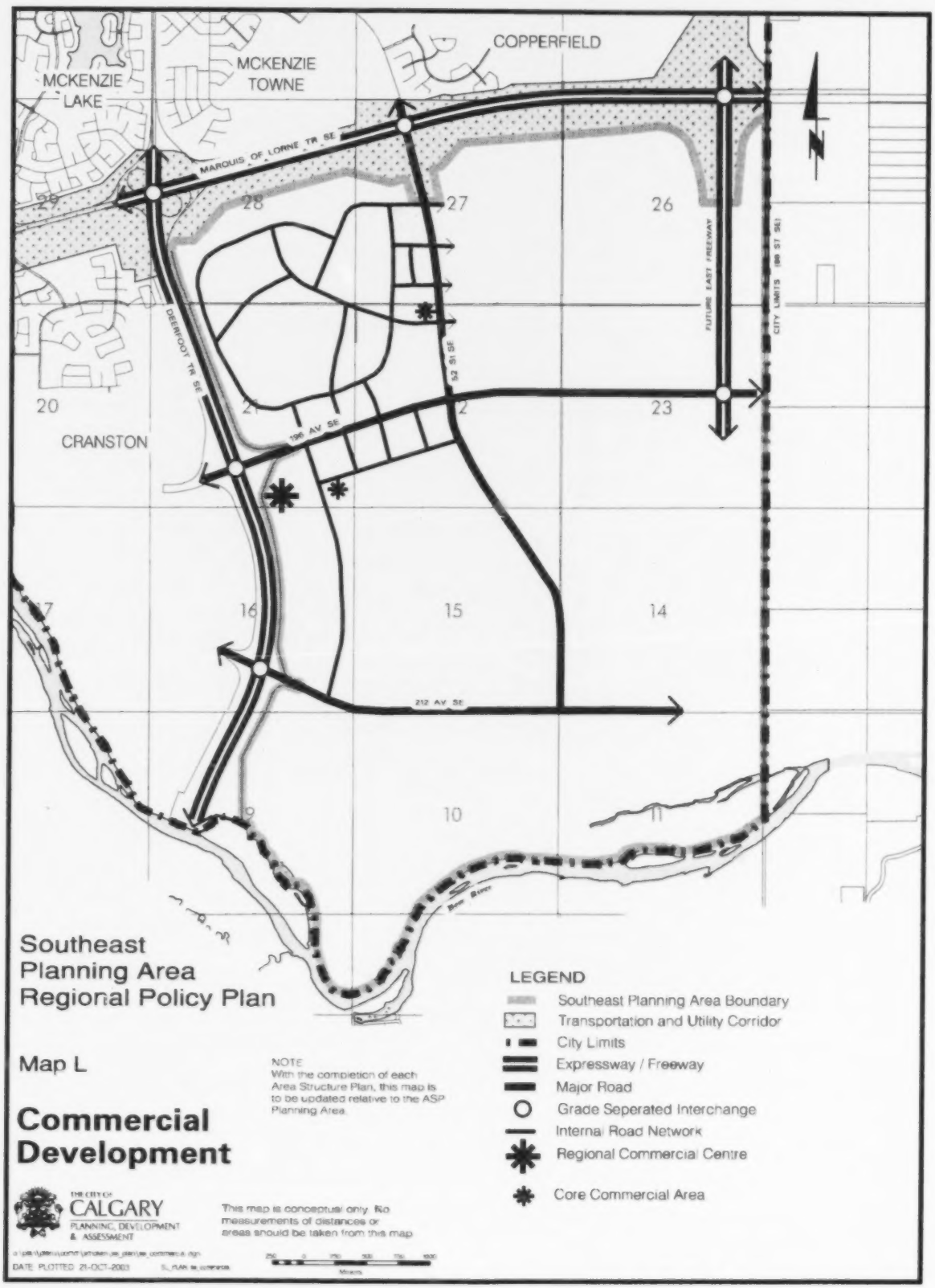
- The Southeast Planning Area should contain a comprehensively – planned retail hierarchy to complement and support the function of the planning area consisting of:

  (i) local, sector and regional commercial centres, and

  (ii) special function commercial centres including

    (A) a core commercial centre within each community, and

    (B) a regional commercial centre within the Town Centre.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
52 ST SE
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
196 AV SE
CRANSTON
212 AV SE
Bow River
26
27
28
23
20
17
16
15
14
10
11
Southeast Planning Area Regional Policy Plan
Map L
Commercial Development
NOTE
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Internal Road Network
Regional Commercial Centre
Core Commercial Area
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003

- The retail hierarchy within the entire Southeast Planning Area should be reviewed with the preparation of each ASP and involve an updating of the market demand analysis.
- The minimum amount of commercial development allocated within the Southeast Planning Area within the ASPs should be consistent with the projected base demand for the area.
- The maximum amount of commercial development allocated within the Southeast Planning Area should be consistent with the projected optimal demand for the area, while recognizing that some oversupply may not necessarily be undesirable.
- The location of a future commercial centre, except for local commercial centres, should be identified symbolically on a concept map within the ASP, and the minimum size required for that centre identified through policy statements in the plan.
- Recognizing that the allocation of commercial development will occur overtime through the ASP process, this allocation should, where practical, retain the opportunity for

  (i) each community to accommodate a wide range of commercial development, and

  (ii) different landowners to achieve their commercial development aspirations.
- A commercial centre proposed within an ASP should complement and support the existing and planned retail hierarchy in the area.
- An ASP should incorporate a formal evaluations process for commercial development to occur at the Outline Plan/Land Use Amendment stage consisting of

  (i) planning, transportation, market, servicing and design criteria, and

  (ii) special studies to be submitted to assist in the review.
- Commercial development should be designed to facilitate access by transit as per the *Transit Friendly Design Guidelines.*

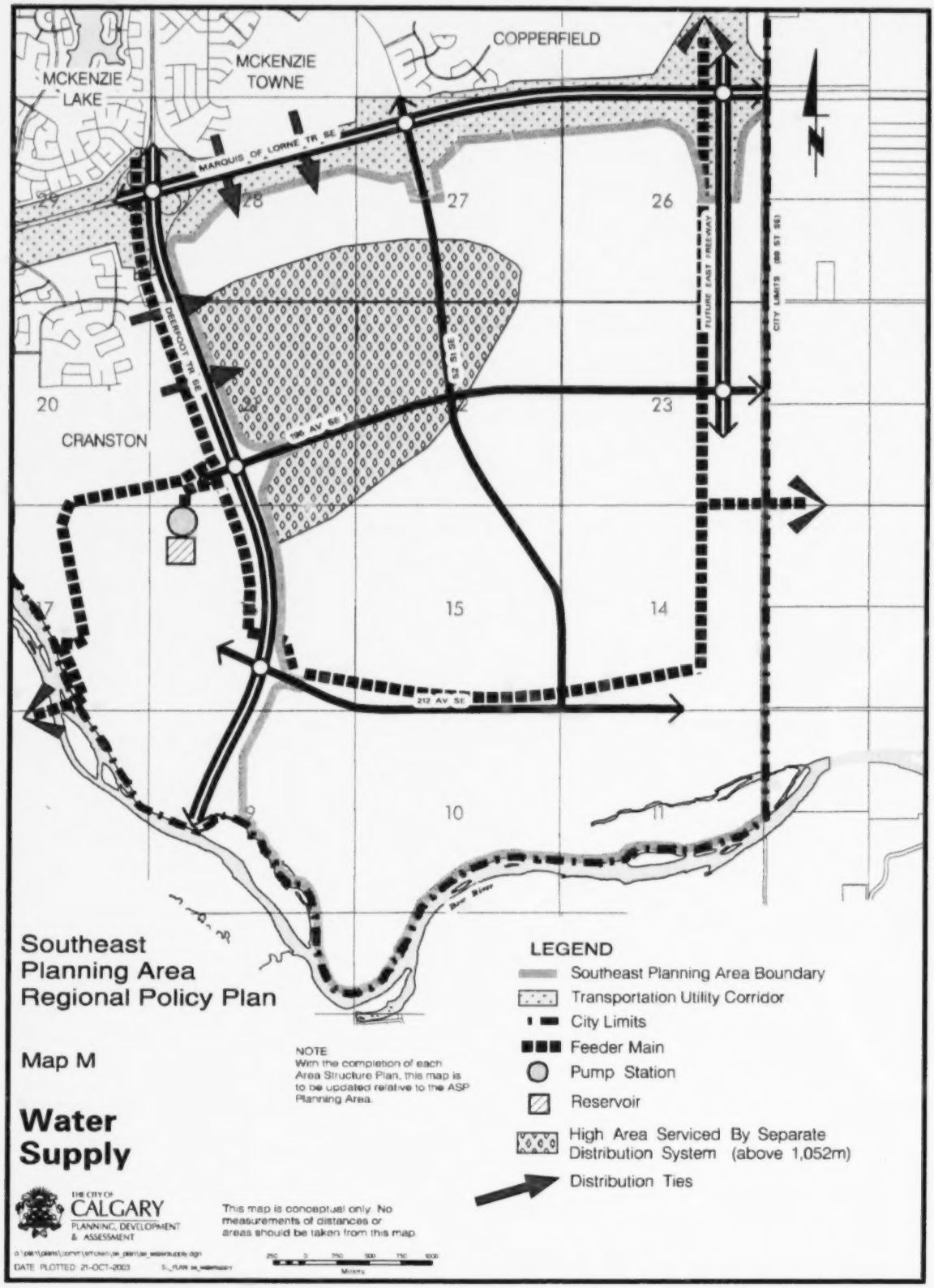
- The Regional Planning Context map (Map 3) and the Commercial Develoment Map (Map L) should be updated as necessary to reflect decis ions on the location of commercial centres made through the ASP process.

12.0 UTILITY SERVICES

12.1 Water Supply

Water servicing will be provided by a future pump station and reservoir and a network of feeder mains located somewhere east of the Cranston lands (Map M). Feeder mains are likely to be supplied along the Deerfoot Trail SE extension and along the future East Freeway and south.

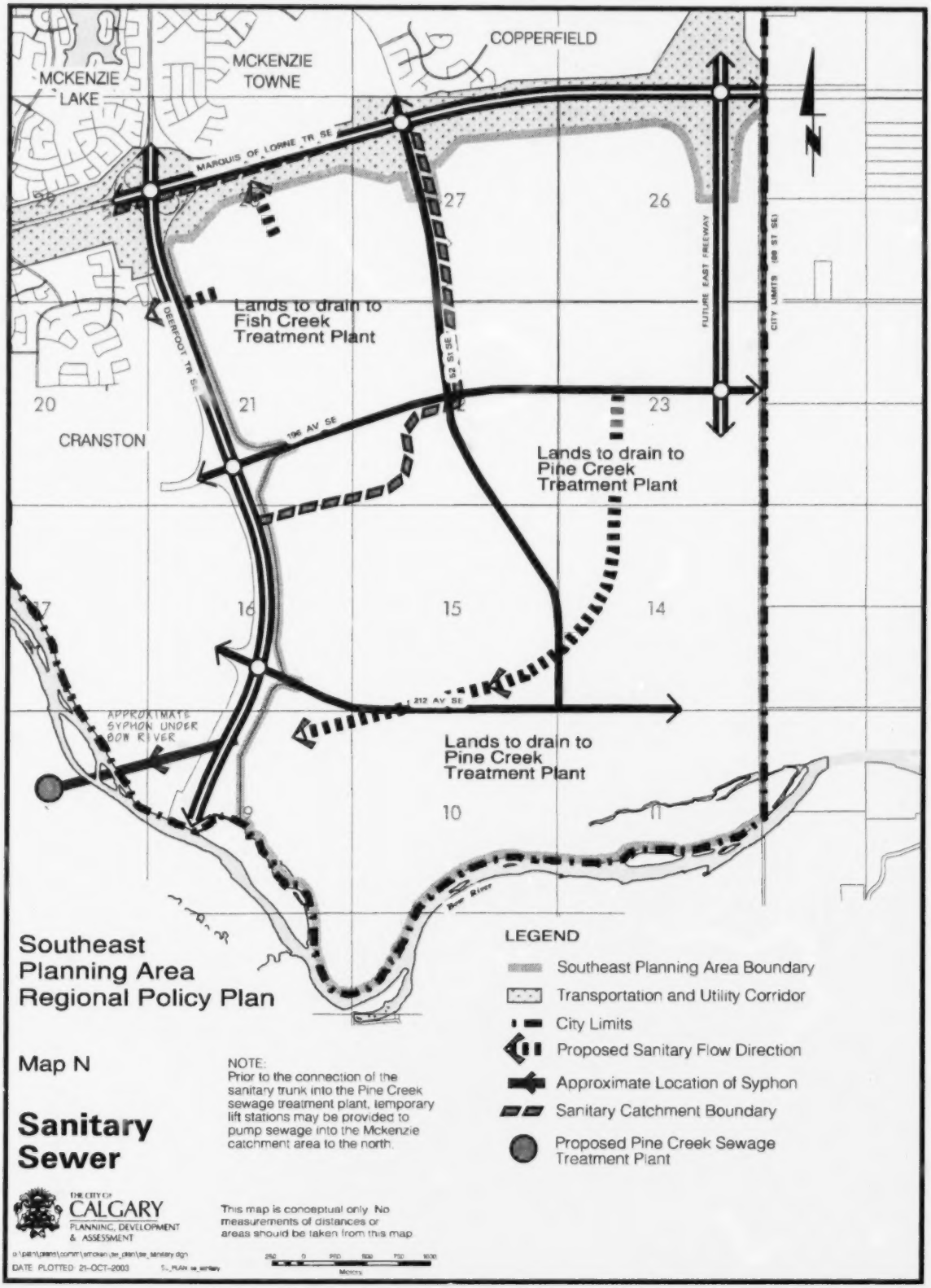
There will be two separate water distribution systems within the planning area. The first distribution system is for lands that are generally above the 1,052 metre contour. This system is directly connected to the feeder main. The second distribution system for lands below the 1,052 metre contour is pressure reduced off the feeder main and linked to the existing distribution system in McKenzie Towne. The network of feeder mains is likely to be contained along the Deerfoot Trail SE extension, the future East Freeway and along the south portion of the planning area at approximately 212 Avenue SE. A future pump station and reservoir will ultimately be required adjacent to 196 Avenue SE in the community of Cranston.


MCKENZIE LAKE
MCKENZIE TOWNE
COPPERFIELD
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CRANSTON
FUTURE EAST FREEWAY
CITY LIMITS (80 ST SE)
17 AV SE
212 AV SE
Bow River
Southeast Planning Area Regional Policy Plan
Map M
Water Supply
NOTE
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
LEGEND
Southeast Planning Area Boundary
Transportation Utility Corridor
City Limits
Feeder Main
Pump Station
Reservoir
High Area Serviced By Separate Distribution System (above 1,052m)
Distribution Ties
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003
Metres

12.2 Sanitary Sewers

Lands generally east of 52 Street SE and south of 196 Avenue SE drain to the future Pine Creek Wastewater Treatment Plant (Map N). This will be via the proposed Cranston Syphon, generally following the 212 Avenue SE alignment. Lift stations may be required to service lower areas of the catchment. Pipe alignments will be determined by the sanitary servicing study. If the opportunity for development occurs prior to the treatment plant or the ultimate associated sanitary main and lift stations being in place, or reasonably accessible, temporary measures could be set up to allow for a tie to the existing sewage network in McKenzie. Construction of the Pine Creek plant is to start in 2004 and expected to begin treating wastewater in 2006/2007.

The proposed Pine Creek Treatment Plant will treat a maximum of 100 million litres per day, adding about 17% to the City of Calgary's current wastewater treatment capacity. Further additions to the proposed Pine Creek Plant will allow it to treat up to 700 million litres per day of wastewater.

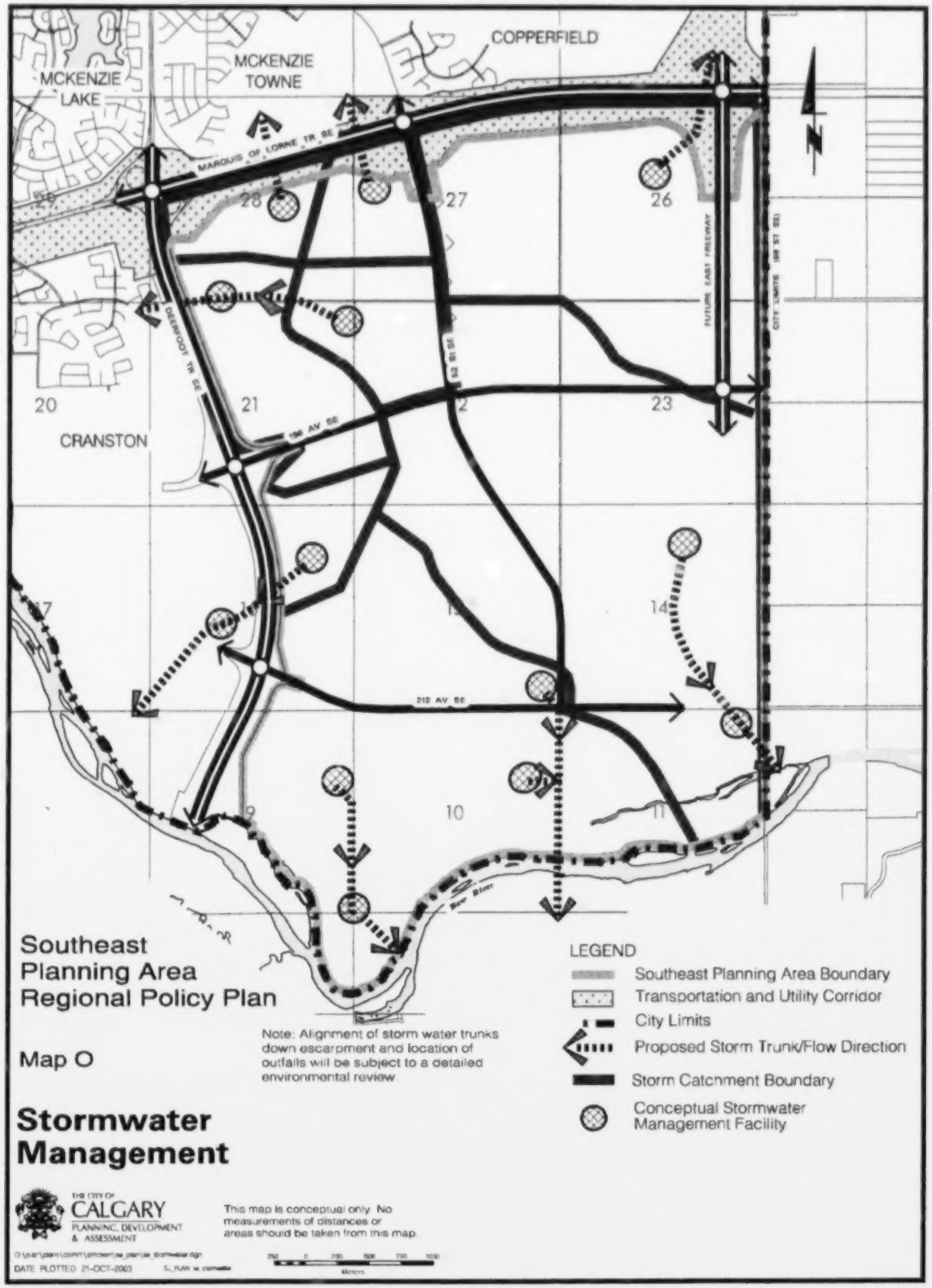

COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
Lands to drain to Fish Creek Treatment Plant
DEERFOOT TR SE
52 ST SE
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
CRANSTON
196 AV SE
Lands to drain to Pine Creek Treatment Plant
212 AV SE
APPROXIMATE SYPHON UNDER BOW RIVER
Lands to drain to Pine Creek Treatment Plant
Bow River
20
21
22
23
26
27
17
16
15
14
9
10
11
Southeast Planning Area Regional Policy Plan
Map N
Sanitary Sewer
NOTE:
Prior to the connection of the sanitary trunk into the Pine Creek sewage treatment plant, temporary lift stations may be provided to pump sewage into the Mckenzie catchment area to the north.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Proposed Sanitary Flow Direction
Approximate Location of Syphon
Sanitary Catchment Boundary
Proposed Pine Creek Sewage Treatment Plant
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003

12.3 Stormwater Management

Both existing and future southeast development is to be serviced by the Shepard Ditch and the Bow River (Map O).

The drainage ditch now extends from the Shepard wetlands to the Bow River to the south. This ditch is to be upgraded to handle the projected increased volumes of stormwater from the Southeast Planning Area. Some areas within the planning area, immediately east of the Cranston area, may be serviced through the existing Cranston outfall to the west and the McKenzie Towne Inverness outfall to the north.

The majority of the planning area will be serviced by two proposed outfalls to the south into the Bow River and another (existing outfall) west of Cranston, all within the Bow River Catchment Area. Several stormwater facilities (ponds) are proposed for the planning area to collect and properly discharge stormwater via trunks to these outfalls via trunks to either the Shepard Ditch or the Bow River. Alignment of stormwater trunks down escarpment and location of outfalls will be subject to a detailed environmental review. Generally the land within the northeast of the planning area will be serviced by the discharge of stormwater to the Shepard Ditch.


COPPERFIELD
MCKENZIE TOWNE
MCKENZIE LAKE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
FUTURE EAST FREEWAY
CITY LIMITS (68 ST SE)
CRANSTON
196 AV SE
212 AV SE
Bow River
20
21
22
23
26
27
28
29
17
14
9
10
11
Southeast Planning Area Regional Policy Plan
Map O
Stormwater Management
Note: Alignment of storm water trunks down escarpment and location of outfalls will be subject to a detailed environmental review.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Proposed Storm Trunk/Flow Direction
Storm Catchment Boundary
Conceptual Stormwater Management Facility
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
This map is conceptual only. No measurements of distances or areas should be taken from this map.
DATE PLOTTED: 21-OCT-2003

13.0 SHALLOW UTILITIES

13.1 Natural Gas

The natural gas provider, ATCO Gas, will provide the natural gas distribution service for all customers who are connected to City water and sewer systems within the Southeast Planning Area (Map P). Large diameter feeder mains will follow the arterial and collector roadway alignments, and generally be located within their rights-of-ways. Distribution mains will follow collector and residential street alignments, and either be within or in easements adjacent to their rights-of-ways. A high pressure to intermediate pressure gate station will be required near the intersection of the Marquis of Lorne Trail SE and 52 Street SE. A high pressure feed to this gate station will follow the Marquis of Lorne Trail SE, from its present location at Deerfoot Trail SE.

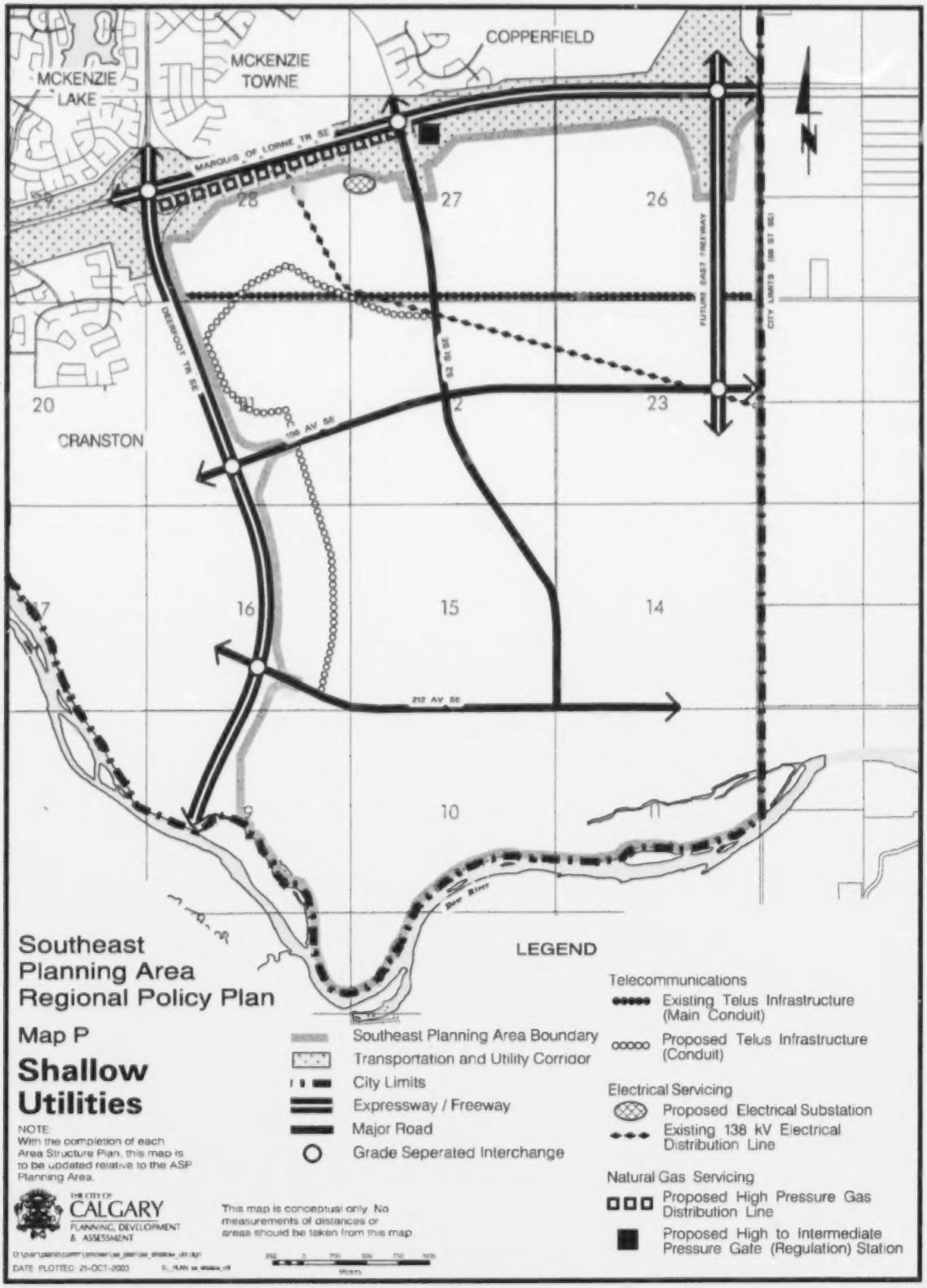
Cell 'A' and the Town Centre areas will be served with feeder mains and distribution mains as above. Natural gas will be supplied through an existing gate station at Marquis of Lorne Trail SE and Deerfoot Trail SE. Further detailed servicing information and designs will be determined at the Outline Plan stage.

13.2 Electricity

The electrical utility provider(s) will distribute electricity to industrial, commercial, and residential customers in the Southeast Planning Area, and design the distribution systems for street lighting, transit access and park lighting. An existing 138 kv overhead Transmission line installed within an existing 18.0 m utility right-of-way traverses the northeast limit of the planning area. A new substation No. 26 is planned in the vicinity of the Marquis of Lorne Trail SE (Map P). Distribution lines will follow roadways within the planning area.

13.3 Telecommunications

The telecommunications provider, TELUS Communications Inc., will provide services for the residents and businesses in the area. TELUS Communications Inc. has determined the potential routing of the main infrastructure (conduit) within major road rights-of-ways (Map P). The location of required easements and direct buried shallow facilities, and their relationships to roads and lanes will be determined at the Community Plan or Outline Plan stage.


COPPERFIELD
MCKENZIE LAKE
MCKENZIE TOWNE
MARQUIS OF LORNE TR SE
DEERFOOT TR SE
CRANSTON
196 AV SE
212 AV SE
FUTURE EAST FREEWAY
CITY LIMITS
Bow River
Southeast Planning Area Regional Policy Plan
Map P
Shallow Utilities
NOTE:
With the completion of each Area Structure Plan, this map is to be updated relative to the ASP Planning Area.
THE CITY OF CALGARY
PLANNING, DEVELOPMENT & ASSESSMENT
DATE PLOTTED: 21-OCT-2003
This map is conceptual only. No measurements of distances or areas should be taken from this map.
LEGEND
Southeast Planning Area Boundary
Transportation and Utility Corridor
City Limits
Expressway / Freeway
Major Road
Grade Seperated Interchange
Telecommunications
Existing Telus Infrastructure (Main Conduit)
Proposed Telus Infrastructure (Conduit)
Electrical Servicing
Proposed Electrical Substation
Existing 138 kV Electrical Distribution Line
Natural Gas Servicing
Proposed High Pressure Gas Distribution Line
Proposed High to Intermediate Pressure Gate (Regulation) Station

13.4 Alberta Infrastructure

Alberta Infrastructure (AI) is responsible for acquiring land for the Calgary Transportation and Utility Corridor (TUC) and provides an administrative and management role in coordinating approvals for all activities within the TUC.

GLOSSARY

Approving Authority means the Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the case may be.

Calgary Planning Commission means the Calgary Municipal Planning Commission constituted pursuant to the Municipal Planning Commission Bylaw.

Commercial Centre means a cohesive grouping of commercial uses, being primarily retail and personal service establishments on a defined site that is typically developed and managed on a comprehensive basis.

Community means a logical physical and social planning area, which is predominantly residential in character, defined by significant natural or man-made features and containing an adequate population base to support schools, parks and community facilities necessary to serve the residents.

Community Centre Site means a site, comprised of reserve land, which is owned by The City but used and developed by a community association under the terms of a license of occupation, and accommodates a community centre building and related recreational facilities and amenities.

Core Commercial Development means a neighbourhood or sector commercial centre that functions as an integrated shopping, working and living area for the community and is characterized by a convenient location, a retail area developed in conjunction with multi-dwelling residential uses and, if appropriate, institutional, recreational, community and other complementary uses, a pedestrian-oriented component forming an integral part of its overall design, strong pedestrian connections to the balance of the community and transit service with bus transit stops provided to serve the development.

Council means the Council of The City of Calgary.

Creditable Reserve Land means the reserve owing on a parcel of land that is to be dedicated as municipal reserve (MR), school reserve (SR) or municipal and school reserve (MSR) through the subdivision approval process in accordance with the *Municipal Government Act*.

Environmentally Significant Area means a natural area which, because of its features or characteristics, is significant from an environmental perspective to Calgary, and has the potential to remain viable within an urban environment.

Gross Area means the total area of land contained within the property lines of a site.

Neighbourhood Commercial Centre means a commercial centre that provides a variety of goods and services on a neighbourhood scale and occupies a maximum site area of 4.0 net hectares of commercial land, more or less.

Regional Commercial Centre means a commercial centre that provides a variety of goods and services on a regional scale and contains over 400,000 ft^2 of gross leaseable area.

Sector (Community) Commercial Centre means a commercial centre that provides a variety of goods and services on a community scale and contains between 100,000 ft^2 and 400,000 ft^2 of gross leaseable area, more or less.